This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

+ *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.

+ *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.

+ *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.

+ *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

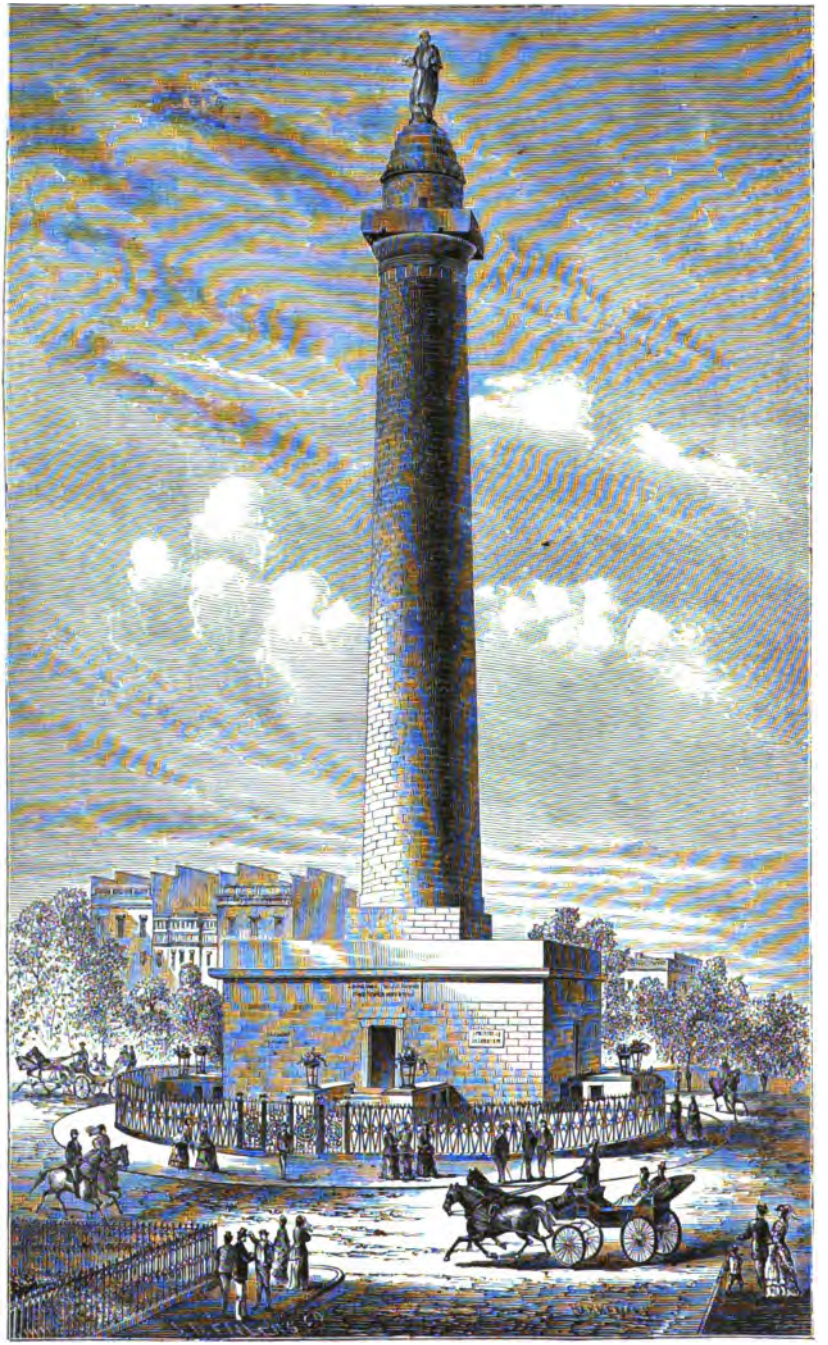
Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at `http://books.google.com/`

20854 e. 2

John Pender, Esq. M.P.

With the Compliments of

John W. Garrett



THE WASHINGTON MONUMENT,

MOUNT VERNON PLACE.

THE

MONUMENTAL CITY,

ITS

Past History and Present Resources,

BY

GEORGE W. HOWARD.

BALTIMORE:
J. D. EHLERS & CO., ENGRAVERS AND STEAM BOOK PRINTERS,
87 Second Street,
1873.

Entered according to Act of Congress, in the year 1878, by

GEORGE W. HOWARD,

In the office of the Librarian of Congress, at Washington, D. C.

TO

CHAUNCEY BROOKS, Esq.

This volume is dedicated by its author, as an humble testimony of the personal esteem he has entertained for him through a long series of years, and as, in some measure, a memorial of the proud position that gentleman to-day occupies in the city of Baltimore. Time in its cycles works many changes. Some men are unable to stem the current of adverse fortune, and pass away with naught left to embalm their memories, save the sad thought that their efforts were honest but unavailing; while others live to see the realization of their hopes and the glorious fruition that accompanies a well-spent and successful life. To the latter class Mr. Brooks belongs, and it seems peculiarly appropriate that a volume professing to give a sketch of Baltimore, with a succinct recital of the vast resources she at present possesses, should be dedicated to one who is so thoroughly identified with her history through a period of more than fifty years. Mr. Brooks, at a ripe old age, can look with pleasure upon gigantic corporations, great business enterprises, and mechanical forces, the birth of which he favored, and whose feeble infancy he strengthened by timely, judicious and unostentatious aid. That He who knoweth the good deeds of men may bountifully lengthen out his life, and that his future may be as peaceful and serene as his past has been useful and honored, is the prayer of the

AUTHOR.

PREFACE.

It is proposed in the present volume to give a sketch of the past of Baltimore, with brief allusions to those crises which marked her history and exercised an important bearing upon her progress as a city, also a running essay upon the useful and æsthetic features which make her to-day the most desirable location in America for those in search of *homes*, or contemplating a change of residence; together with short but comprehensive articles upon the various corporations at present in existence or soon to be organized, and the different departments of trade, commerce, and manufactures, which centre in our city.

If readers at a distance are disposed to regard critically, the spirit which induces a citizen of Baltimore to sound her praises more than perhaps the most guarded taste might suggest, let them consider that the same course has been pursued by all the larger cities in America, and that the great spirit of competition more thoroughly developed in this country than elsewhere, will not suffer her to remain silent at a time when her sisters have inundated the United States with the most fulsome accounts of their respective advantages. Let them bear in mind also, that already have travellers, not only from different sections of the Union but from the great centres of Europe, placed on record the most ample and possibly exaggerated accounts of the various features which endear her to her own citizens, and render the city peculiarly inviting to strangers; and lastly, let them remember that a pardonable pride is the greatest incentive to development and progress in the future. We ask at the hands of the public a generous criticism, inasmuch as this is a novel enterprise in Baltimore, and the means of securing information are exceedingly limited. With this brief preface we launch our little vessel, trusting that it may bring to our port the treasures which our merchants and business men so richly deserve.

BALTIMORE.

HISTORICAL SKETCH.

MR. McMAHON has remarked, in his Historical View of the Government of Maryland, that "the colonial history of Maryland is distinguished more by results than by incidents;" and he has further pointed out that "the gradual accessions to a nation's wealth, power and liberty, which she derives from a peaceful devotion to her own interests, are perceived only in their general results." If this be true of a nation, more especially is it true of a city; and therefore especially devoid of incident must be a historical sketch of a city, the principal object of which is to note the rise and progress of its commercial importance. In the following pages it is sought to set forth such facts as will best illustrate the growth and development of Baltimore, and the causes which most directly contributed to those results,—noting events of general or national character only where the history of Baltimore is intimately connected with them, in the relation of a part to the whole; and while the annals of Baltimore have at different times been marked by events of striking character and of considerable local interest, they have, for the most part, been such as belong to a political, rather than a commercial history.*

As introductory to the history of the city, it may be found useful to give some preliminary account of the Province in which it was founded, and the causes which led to its establishment.

The Province of Maryland had been settled for nearly a century before the first foundations were laid of the city that was destined to become the commercial metropolis of the State, and one of the leading cities of the American continent.

George Calvert, the first Lord Baltimore, having found that his efforts to establish a colony at Avalon, in Newfoundland, were attended with but little success, determined to seek a more favorable region in which to carry out his plans of colonization. With this view he visited, in the year 1628, the colony of Virginia. Of the favorable situation and flourishing condition of that colony he was well aware, having himself been a member of the Virginia

*E.g.—The outbreak of the war with England in 1812, the bank failures in 1835, and the outbreak of the civil war in 1861, were occasions of great excitement in the history of Baltimore.

Company before it had been deprived of its charter, in 1624, by a judgment of the Court of King's Bench. During his visit to Virginia, it is probable that Lord Baltimore personally explored the Chesapeake Bay; at all events his experienced judgment readily detected the advantages that would be secured to a colony upon its shores. Accordingly, upon his return to England, he procured from his royal master, Charles I., the promise of a grant of territory in the region which he had just visited.

The Virginia colonists were not unmindful of the facilities for traffic afforded by the Chesapeake, which stretches inland for a distance of two hundred miles from the ocean, with rivers emptying into it whose headwaters are far back in the interior. In the years 1626, 1627 and 1628, William Clayborne, Secretary of State for the colony of Virginia, obtained from the English government authority "to discover the source of the Chesapeake, and to make other explorations within the government of Virginia." Vested with this authority Mr. Clayborne appears to have improved the opportunities it gave him for establishing and conducting a trade with the natives upon the shores of the upper part of the bay; and for the furtherance of this object he probably erected some trading houses upon the Isle of Kent, which thus became the first place within the limits of Maryland in which any European settlements were made. The value which the Virginians placed upon the bay and the adjacent country, is further shown by the violent opposition they manifested to the establishment of Lord Baltimore's colony; and in a petition preferred to the King shortly after the grant had been made to Lord Baltimore, they particularly complain "that grants had lately been made of a great portion of the lands and territory of their colony, *being the places of their traffic.*"

The advantages for trade, together with the attractions of a fertile soil and a grateful climate, determined Lord Baltimore in the selection of the site for his future colony; but in consequence of his death, which occurred early in 1632, the charter promised to him, but which did not pass the seals until June 20th of the same year, was issued to his son Cecilius, second Lord Baltimore, upon whom devolved, together with his father's title and estates, the work of carrying out his wise and beneficent plans of colonization.

The territory embraced in Lord Baltimore's grant is described in the charter as follows: "all that part of the Peninsula, or *Chersonese*, lying in the parts of America between the ocean on the east, and the bay of Chesapeake on the west; divided from the residue thereof by a right line drawn from the promontory, or headland called Watkin's Point, situate upon the bay aforesaid, near the river Wighco, on the west unto the main ocean on the east; and between that boundary on the south, unto that part of the bay of Delaware on the north, which lieth under the fortieth degree of north latitude from the equinoctial; and passing from the said bay, called Delaware Bay, in a right line, by the degree aforesaid, unto the true meridian of the first fountain of the river of Potomac, thence verging towards the south, unto

the farther bank of the same river, and following the same on the west and south, unto a certain place called Cinquack, situate near the mouth of the said river, where it disembogues into the aforesaid bay of Chesapeake, and thence by the shortest line unto the aforesaid promontory or place, called Watkin's Point." All the waters comprehended within these boundaries, and the islands lying in them, together with all islands off the coast, within ten leagues of the shore, were expressly mentioned as included in the grant. And in order that this region might "be eminently distinguished above all other regions in that territory, [America,] and decorated with more ample titles," it was erected into a Province and nominated Maryland.* Of this Province Lord Baltimore was made Absolute Lord and Proprietary, yielding only unto the crown of England, as pledge of his allegiance, two Indian arrows annually, and the fifth part of all gold and silver ore which should be found within the limits of the Province. To the Proprietary were given by the charter, the same rights, jurisdictions, prerogatives, royalties, &c., as appertained to the Bishop of Durham, within the bishopric or county palatine of Durham; with power to enact laws with the advice and assent of the freemen of the Province or their delegates; to appoint judges, administer the laws, and exercise jurisdiction over the persons resident in the Province even to the extent of depriving them of life or liberty; to impose taxes; to raise and command an army, either to defend the Province from invasion or to quell insurrection. At the same time, it was provided that persons emigrating to this Province should retain their rights as English subjects, both for themselves and their children; and the privilege was granted to them of trading with England, or in default of finding a market there, of conveying their merchandise thence to "any other countries they should think proper" which were in amity with England.

The boundaries prescribed for the Province of Maryland, as given above, became at different times the occasion for dispute on all sides, and as a consequence thereof, the present limits of the State are considerably less than those assigned to the Province. On the northeast, the State of Delaware has been erected within the limits of Maryland. On the north, the location of the boundary between Maryland and Pennsylvania was a matter of dispute until 1763, when it was determined by Messrs. Mason and Dixon, who, acting under a joint commission of the two Provinces appointed for the purpose of settling the difficulty, surveyed the line which now constitutes the boundary between the two States, and which, as the recognized boundary between the Northern and Southern States, has acquired a notoriety far beyond that which belongs to its local and original purposes. On the part of Virginia, a dispute arose as to whether the north or south fork of the Potomac was its "first fountain," by which the location of the western boundary of Maryland was to be deter-

*England's first Province. It was at first intended to call the Province *Crescentia;* but when the charter was presented to Charles I. for his signature, he struck out that name and substituted Maryland, in honor of his Queen, Henrietta Maria of France.

mined; and although the south fork is sixty miles the longer, and the territory lying between the forks is estimated at half a million of acres, Maryland has been compelled to establish her boundary upon the north fork. Upon the eastern shore of the Chesapeake, the precise location of the boundary between Maryland and Virginia is unsettled to the present day.*

Provided with a charter upon such favorable conditions, Lord Baltimore immediately commenced preparations for sending a colony to his new possessions. He at first intended to accompany the expedition in person, but abandoning this plan, he confided the leadership to his brother, Leonard Calvert, whom he appointed Governor of the Province, with the title of Lieutenant-General. On the 22d November, 1633, the colonists, to the number of about two hundred, many of them gentlemen of fortune, and most of them Roman Catholics, set sail from Cowes in the Isle of Wight. Taking the old route by the Azores and West Indies, and having stopped for some time at the Island of St. Christopher's and Barbadoes, they arrived off Point Comfort in Virginia on the 24th February, 1634. Letters which Governor Calvert brought from the King of England, secured for the colonists a favorable reception by the government of Virginia, and on the 3d of March they proceeded up the bay to the Potomac. Entering the river, they effected a landing and made their first settlements upon its banks. On the 25th of March, having erected a cross and celebrated mass, they took formal possession of the country "for our Saviour, and for our sovereign lord, the King of England." On the 27th the whole company landed and occupied an Indian town that had been ceded to them by the natives, and which, under the name of *St. Mary's*, continued to be the capital of the Province until 1692.

Thus the colony was first established almost at the southern extremity of the Province, and for some time after, the settlements upon the western shore of the bay were chiefly confined to that portion of the country. Various causes contributed to hinder the extension of settlements into the interior, in places remote from the more thickly settled portions of the Province. Wars occurred, both with the Indians and the Dutch settlements in the north-eastern portion of the Province, upon the Delaware Bay, and the Province itself was not exempt from internal commotions. In 1644 occurred the formidable insurrection known, from the name of its leader, as the "Ingle rebellion," the effects of which are felt to the present day by reason of the loss of many of the early records of the Province, which were carried away from St. Mary's by the insurgents and destroyed. The Proprietary government too was twice interrupted from without during the first hundred years of its existence. During the time of the Commonwealth in England, the government of the Province was usurped by commissioners appointed by Cromwell. And after the revolution which resulted in the establishment of William

* There is now a joint commission appointed from the two States, for the purpose of adjusting the boundary line between them.

and Mary upon the throne of England, the government of the Province was assumed by the crown. The royal government continued from 1692 until 1715, when the Proprietary's rightful authority was restored to him by George I.

The interval between the suppression of the Ingle insurrection and the arrival of Cromwell's Commissioners, (1651,) short as it was, was long enough to be signalized by an event that has made illustrious the colonial history of Maryland, and which to this day is looked back upon with pride. In 1648 Lord Baltimore prescribed a new oath of office to be taken by the Lieutenant-General of the Province; and in that age, when religious toleration, as now understood, was unknown in Europe, that officer was made to bind himself by this oath that he would not "directly or indirectly trouble, molest or discountenance any person whatsoever in the Province professing to believe in Jesus Christ, for or in respect of his or her religion," or the free exercise thereof; and that he would not "make any difference of persons in conferring of offices, rewards or favors for or in respect of their said religion;" and further that if any officer or person should molest or disturb any person within this Province on account of his religion, he would protect the person molested and punish the offender. At the session of the Assembly the same year, "an act concerning religion" was passed, by which these principles were embodied in the statute law, and their observance enforced under penalties.

In consequence of this wise and liberal policy of religious toleration, Maryland, under the auspices of a Roman Catholic Proprietary, became the common refuge for all who were suffering religious persecution. Members of the Church of England, Quakers and others, resorted thither from among the Puritans of New England, and Puritans came from Virginia to escape the requirements of the Established Church there; while Protestants from France and Portugal and the Netherlands, fled thither from the persecutions in those countries. So that this policy was in its effect as beneficial to the Province, by the valuable additions secured to the population, as in its conception, it was honorable to the Proprietary.*

As the population gradually increased, new and more extended settlement began to be made. Baltimore County was created in 1659, and in 1683, at a session of the Assembly held at the Ridge in Anne Arundel County, among several new towns that were created, two were situated in that county. Indeed there seems to have existed at that time a mania for making towns, no less than thirty-three having been created by the Assembly in the space of

*Of the Proprietary who thus stands before us as a man far in advance of the ideas of the age in which he lived, it may be said, that his life which lasted until 1675, was continually devoted to the best interests of the Province. Of him it was written, "never did a people enjoy more happiness than the inhabitants of Maryland under Cecilius, the founder of the Province." (Ramsay—Hist. Rev. War.)

The condition of religious equality which he established continued until 1692, when under the royal government which temporarily supplanted the Proprietary, there was for the first time an ecclesiastical establishment in Maryland

four years. But for the most part they were but tentative, being intended only for places of landing and shipment, having but little territory assigned to them, and being as easily unmade as made. The excessive number of the towns was however for a long time a great hindrance to their growth and development, on account of the division of interests it occasioned, and the rivalries and jealousies which consequently arose.

As the settlements extended northward it was impossible that the advantages to be derived from the establishment of a port near the head of the bay could long escape the consideration of the colonists; and in looking for a place adapted for that purpose, their attention would naturally be drawn to the Patapsco River, in which, at a distance of only about fourteen miles from the bay, they found, at tide water, a safe and commodious harbor, easy of access, and navigable by the largest vessels. Accordingly, in 1729, an act was passed by the Assembly "for erecting a town on the north side of Patapsco in Baltimore County, and for laying out into lots sixty acres of land in and about the place where one John Flemming now lives." The "sixty acres" which were thus assigned as the dimensions of the town, were purchased by the Commissioners appointed for that purpose, at forty shillings per acre, or about ten dollars of our present money.

The metes and bounds of the town as originally laid out are thus described in Griffith's Annals, viz: "Commencing at a point near the northwest intersection of what are now called Pratt and Light streets, and running northwesterly along or near Uhler's alley towards the great eastern road, and a great gully, or drain, at or near Sharpe street, then across Baltimore street east of the gully northeasterly with the same road afterwards called the Church Road, and now McClellan's alley, to the precipice which overhung the falls at or near the southwest corner of St. Paul street [now Saratoga] and St. Paul's lane, then with the bank of that stream, southerly and easterly, various courses unto the low grounds ten perches west of Gay street, then due south along the margin of those low grounds to the bank on the north side of the river, and then by that bank various courses, nearly as Water street runs, westerly and southerly, to the first mentioned point." Although the position selected for Baltimore indicates that its founders had in view the facilities for trade which it enjoyed, the small amount of land originally taken, and the nature of the ground selected, surrounded as it was by hills, water courses and marshes, clearly show that they had no anticipation of what were actually to be the size and importance of the city they were founding. The hills with which the city abounds, and which at this day contribute so much to its picturesqueness, have rendered the work of extending and grading streets in many instances both difficult and expensive. "The precipice overhanging the falls"* alluded to, has either entirely disappeared, or been converted into graded declivities. Through the city of to-day flow no less than three streams, known as Jones' Falls, Harford Run and Chatsworth Run, (but of these only

* Jones' Falls, a stream that flows through the midst of the city.

the first named is now uncovered,) while a fourth, Gwynn's Falls, forms a portion of the city's boundary upon the west. A marsh which extended along the border of Jones' Falls, and formed the eastern boundary of the town as first laid out, has long since been filled up and built upon.

Notwithstanding these disadvantages, the unusual facilities for direct communication with the interior, the great security of the harbor, the remarkable healthfulness of the situation, (probably greatly contributed to by the excellent natural drainage,) the fertility of the surrounding country, the abundance of stone, lime, iron and timber in the immediate vicinity, and the many mill seats obtainable upon the neighboring streams, amply justify the sagacity shown in the selection of the site.

The town having been duly surveyed, and divided into sixty lots of about one acre each, an office was opened for purchasers on the 14th of January, 1730. It was stipulated in the terms of purchase that a house "covering at least four hundred square feet" should be erected within eighteen months; and no person was permitted to take up more than one lot during the first four months. The buyers appear to have been very few, and the lots went off but slowly;—so slowly indeed that some of them having remained untaken for seven years, reverted to the original owners of the land, according to the terms of the law under which the town was erected.

When the town was first laid out, there was scarcely a house standing upon the whole sixty acres; some few settlements had however been made in the neighborhood, and lands had been taken up as early as 1662. The first actual settler is said to have been Mr. David Jones, who, about the year 1680, having purchased some land, erected a house upon the north [or east] side of the falls, which bear his name. Other houses were built in that neighborhood, and in 1732 the settlement was erected into a town by the name of Jones-Town, comprising ten acres of land, and separated from Baltimore-Town by the falls and the marsh, of which mention has already been made. In 1743 the two towns were united, and the name of Baltimore given to both, and in 1747 the intermediate territory, comprising eighteen acres, was added to the town. On account of the older settlement in that locality, Jones-Town was generally called "Old-Town," and the name is still applied to that portion of the city which occupies the site of the ancient town. In 1730, William Fell, a ship-carpenter, settled upon the point one mile southeast from the town upon the outer basin. In 1773, although at that time a long stretch of vacant country lay between, the point, which had then become a flourishing settlement, was added to the town. Like "Old-Town," it has retained its ancient name, being still called, after its first settler, "Fell's Point." Whetstone Point, on the south side of the basin, upon the extreme end of which Fort McHenry is situated, and which now forms a part of the city, was made a town as early as 1706. From these separate towns and settlements the city has grown up. They have for many years been united, not only in name, but by unbroken lines of buildings which cover all the

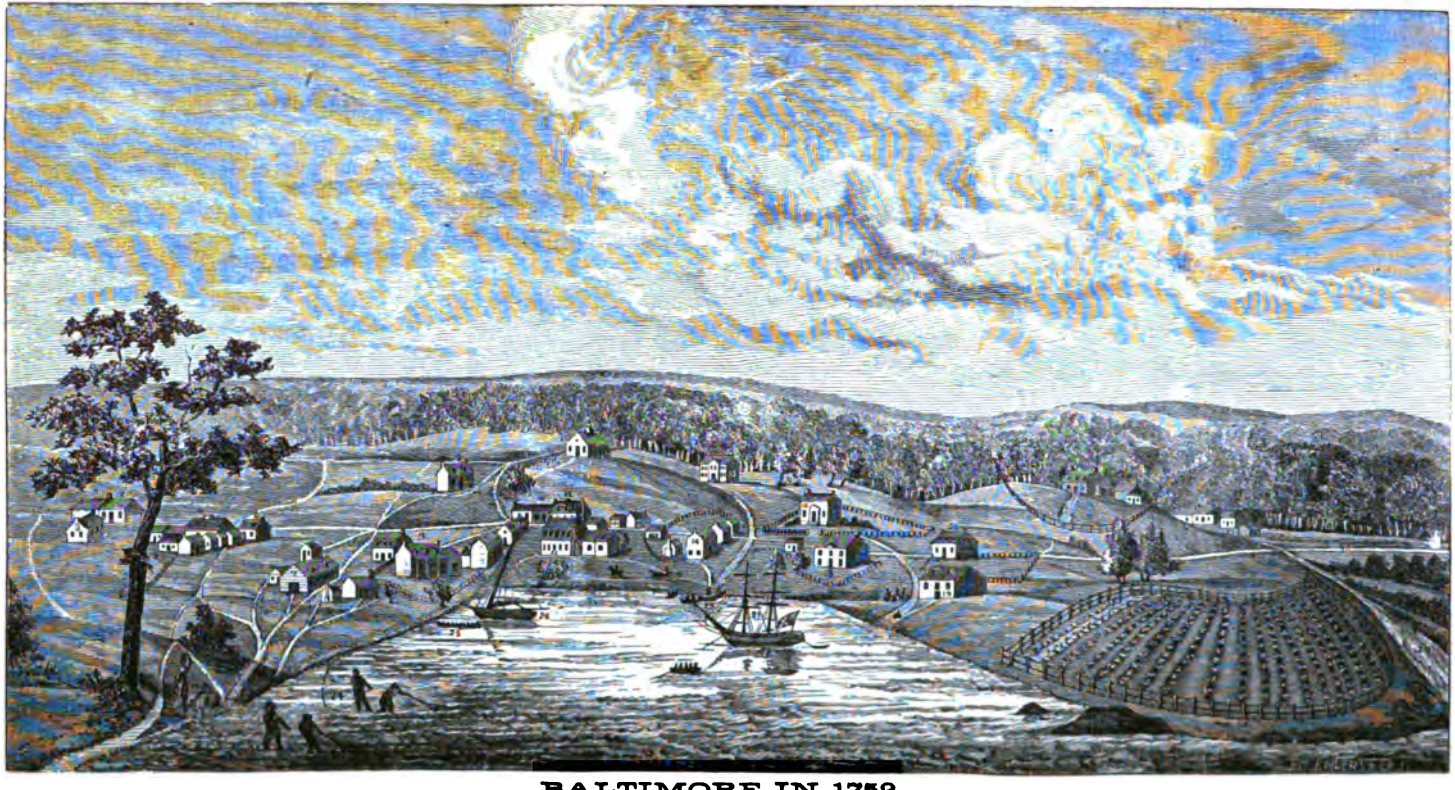
spaces by which they were once separated; so that only the traditionary names are left to distinguish the old localities.

For some years after its foundation, Baltimore gave little promise of its future greatness. In 1752 a rough sketch of the town, as it appeared from Federal Hill, was made by Mr. John Moale. A reduced cut of this sketch as corrected and completed by Mr. Daniel Bowly, is given on the opposite page. Though twenty-two years had elapsed since its foundation, the town then numbered but twenty-five houses, including a school-house and a church. The church (St. Paul's) which is represented in the sketch upon the highest point in the town, was begun by the members of the Church of England in 1731, but was not completed until 1744. Its successor, the present church at the corner of Charles and Saratoga streets, occupies a site very near that upon which the original building stood. But four of the houses in the town at that time were built of brick, and for these the bricks were imported from England; as the inhabitants had not yet discovered that directly under their feet was the clay for making the finest bricks in the world. Judging from the number of houses, the population of the town could not then have been more than 200; but in the Gentlemen's Magazine the population of the *county* for the same year is given as 17,233.

The only two sea-going vessels then owned in the town, are represented in the sketch. They were the sloop "Baltimore," belonging to Mr. William Lux, and the brig "Philip and Charles," belonging to Mr. Nicholas Rogers. The latter was the first square-rigged vessel owned here. To the right of the picture appears the first Tobacco Inspection Warehouse, the importance of that product of the Province, which at that time was its principal article of export, having already given occasion for the inspection system which prevails to this day.

The effect of the war, which raged shortly after this period between the English and French settlements in this country, tended to promote the growth of Baltimore by disposing the inhabitants to remain at the old settlements rather than penetrate into the sparsely inhabited regions in the interior. After the defeat of the English forces under General Braddock at Fort Du Quesne, in 1755, the Indian allies of the French, having passed Forts Cumberland and Frederick, penetrated to within eighty miles of Baltimore. So great was the consternation created in the town by raids in the neighborhood, that the women and children were put, for greater safety, upon the vessels lying in the harbor, and a strong fence of palisades was ordered to be constructed, encircling the town. The successful issue of the campaign of 1758 and the capture of Fort Du Quesne having caused the fears excited by these incursions to be allayed, the defences soon fell a prey to the more needy portion of the community, who found in the palisades a convenient supply of fire-wood.

In the year 1756 a considerable addition was made to the population of the town by the arrival of a band of French refugees from Nova Scotia, (then called Acadia,) of which the English had obtained possession.



BALTIMORE IN 1752.

1 & 2. Two Houses near Forrest lane and Baltimore st.
3. Near the corner of Sharp and Baltimore streets.
4. Brewery. Hanover street opposite Indian Queen.
5. House opposite Indian Queen Stables, German lane.
6. A House which stood in Baltimore street.
7. The first Tobacco Inspection House, Charles street.
8. On or near Vulcan alley.
9. Capt. Darby Lux's, opp'e Bank and west of Light st
10. Near corner Chatham street and St. Paul's lane
11. St. Paul's Church, the first built.
12. Mr. W. Rogers', N. E. cor. Balto. st. and St. Paul's la.
13. Kaminskey's Tavern, Bank near Light street.
14. N. W. corner of Bank and Calvert streets.
15. The first Brick House built in Baltimore, erected about 40 feet south of New Court-House, bricks and corner stones imported.
16. Mr. N. Rogers' on ground of back building of No 109 Baltimore street
17. Ward, the Barber's, on ground 99 Baltimore street.
18. Opposite Maryland Insurance Office.
19. Near corner of South and Water streets.
20. Southeast corner South and Baltimore streets.
21. On or near Holliday street opposite Theatre.
22. Part of Old or Jones Town up the Falls
23. The Cool Spring, generally used by the Town, at the head of the Basin, a few feet west of Charles street
24. Deep point, where the second wharf was built
25. Skeleton of Sloop Dove, first vessel belonging to Baltimore.
26. Sloop Baltimore the second vessel.
27. Brig of Mr. N. Rogers', the first square-built vessel, and the only one at that time
28. Jones Falls as they appeared at that day from Federal Hill, whence Mr. Mook made his Draft
29. Calvert Street Wharf
30. Philadelphia Road
31. Site of Battle Monument

From about this time seems to date the growth of Baltimore. Fell's Point, which, as has been already remarked, was not added to the town until 1773, became a busy seat of industry. Ship-yards were established there, and on account of its greater accessibility for the shipping, many merchants made their residence there, so that for a long time it was doubtful whether town or point was to be the nucleus of the future city. A disposition for internal improvements manifested itself at this time. In 1763, the first market-house was built, situated at the corner of Baltimore and Gay streets. In 1766, the marsh between Frederick street and the falls was ordered to be filled, and in 1768, Baltimore had risen so much in importance as to justify the removal of the court-house from Joppa, (now an inconsiderable village in the northwestern portion of the county, on the Gunpowder River,) to this place. Baltimore continued to be the county seat until 1851, when the city and county jurisdictions were separated and the county courts established at Towsontown. In 1769, the first fire-engine, which was bought by a few public spirited men at a cost of £99, was introduced, and the same year, the first Roman Catholic Church was erected. The site of it is now occupied by Calvert Hall, a school of the Redemptorists, on Saratoga street. In 1773, a workhouse was established, a small theatre erected, and a Methodist congregation organized. The members of the Methodist Society (which was yet in its infancy) built a church for their use in Strawberry alley, and the next year, one in Lovely lane.

The general prosperity of the Province since the foundation of Baltimore appears from the rapid increase in the population. In 1733, the *taxable inhabitants*, (*i. e.* all males above the age of sixteen and all negro or mulatto females,) numbered 31,470. In 1748, the *entire population* was 130,000, (94,000 whites and 36,000 blacks.) In 1756, it had increased to 154,188, (107,963 whites and 46,225 blacks.) In 1761, it amounted to 164,007, (114,332 whites and 49,675 blacks.) A valuable addition to the population during this period, (but one which was greatly deplored at the time by the good people of the Province,) was the number of convicts imported, which is estimated to have been no less than fifteen or twenty thousand. They were brought over by private shippers, who made a contract with the government of England for the purpose, and sold them into servitude in the Province for their term of transportation. Hazardous as it was to introduce into a community such great numbers of persons whose past record was that of crime, the experiment worked well. The lack of labor, which, as in all new countries, had been felt as a serious inconvenience in the colony, was by this means supplied, and the convicts, becoming identified with the ordinary population, when their term of servitude expired, many of them were transformed into useful and reputable citizens, and some of them rose to honorable distinction.*

The exports of tobacco from Maryland to England were estimated in 1761 to be about 28,000 hhds. annually, valued at £140,000. The other exports at

* McMahon, p. 314.

this period were wheat, lumber, corn, flour, pig and bar iron in small quantities, skins and furs; but the total value of all these commodities was estimated in 1761 at only £80.000.*

The policy of England was to stifle all manufacturing industry in her colonies, so as to preserve in them a market for her own productions. In pursuance of this system, manufactures were prohibited, and notwithstanding the guaranty given in the charter of Maryland to the contrary,† the trade of the colonies was restricted to England and her possessions. Thus thwarted and repressed, Maryland made but little progress in commerce during this period. Beyond the coarse homespun manufactured in private families for their own use, there was nothing deserving the name of manufacture in the Province, excepting the production of iron; and so great was the jealousy with which England looked upon even this enterprise, that in order to discourage it, a bounty was offered upon English iron imported into the colonies.‡ The Assembly of Maryland, in 1719, attempted to counteract this influence by offering a free grant of one hundred acres of land to any one who would put up a furnace or forge. As early as 1749, eight furnaces and nine forges were in operation in the Province;§ but for the materials for clothing and all the appliances of civilized life, the colonists were kept entirely dependent upon England. In the condition of the shipping, the same state of dependence existed; in restricting the trade of the colonies to English ports, England took care to see that that trade was carried in English bottoms. So that, while in 1761 there were employed in the trade between England and Maryland, one hundred and twenty vessels of 18,000 tons burthen, the entire shipping of the colony, (which indeed had suffered considerable diminution during the war with the French settlements,) amounted to but thirty vessels of 1,300 tons, chiefly employed in the trade with the English possessions in the West Indies.‖ Notwithstanding that these conditions of commercial dependence upon England were for a long period quietly acquiesced in, the Province gradually grew in strength and population, and in the development of those internal resources which are a necessary condition to the independent existence of every State.

Affairs were in this condition when there came the first mutterings of that storm which was about to break over the American colonies, and amid the

* McMahon, p. 315. † See page 9.

‡ McSherry's History of Maryland, page 116. In 1750 an act was passed by the English Parliament, taking the duty off of American iron, but at the same time prohibiting the erection of slitting or rolling mills in the colonies. The object of this measure was the preservation of the English forests from consumption as fuel for furnaces.

§ An interesting relic of the iron manufactories of those days recently came into the possession of the Stickney Iron Company, consisting of two or three pigs of iron discovered at the bed of the Patapsco River just below the city, at a point between Fort McHenry and the wharf of the Stickney Company's Furnace. These pigs are corroded and covered with barnacles, but distinctly bear the mark "Principio * 1761," shewing that they have probably lain at the bottom of the river for more than a century. The Principio Furnace was erected in Cecil County, about 1715-20.

‖ McMahon, p. 316.

struggles and hardships of which, the bands which bound them to England were to be finally severed, and the foundations laid of their future greatness.

The restrictions and encroachments which had been made by England, under the plea of regulating commerce, upon the trade of the colonies, although giving rise to occasional manifestations of dissatisfaction, had for the most part been quietly submitted to. But notwithstanding this, the colonies with one consent stoutly maintained their exclusive and indefeasible rights to regulate all matters relating to their own internal government, and the imposition of taxes. In no colony was this feeling more deeply rooted than in Maryland. Proud of their charter government, and the rights it assured them, the freemen of this Province viewed any encroachment upon their liberties with peculiar jealousy. England on the other hand was as persistently determined to abrogate all chartered rights, and take the matter of taxation into her own hands, so as to derive a revenue from the colonies by this means. When, at length, the war with France having been brought to a successful termination, the French possessions in America were ceded to England by the Treaty of Paris, (1763,) and England was thus left to deal with only her own colonies, without the possibility of foreign intervention, the time seemed to have come when the long cherished plans of taxation might be put into successful operation. Well aware of the difficulties of the undertaking, and the opposition which it would excite on the part of the colonists, the English government proceeded slowly towards its accomplishment, cautiously feeling the temper of the colonists, and seeking to adopt, as the entering wedge of the odious measures, some plan of taxation which should be as little onerous as possible. The history of the "Stamp Act," by which it was hoped that a tax—free from all the annoyances of collection—might be successfully imposed upon the colonies, belongs to the history of the whole country. The act was passed by the English Parliament in March, 1765. Perceiving the necessity for united and concerted action on their part, the colonies had recourse in this emergency to a *Continental Congress.* The Congress assembled at New York in October of the same year, and in its firm but temperate tone, the colonies gave unmistakable evidence that they were arrayed with an unbroken front against the aggressions of the mother country.

The sturdy opposition to the tax which was maintained by all the colonies, and which led to the repeal of the act by the English Parliament the very next year after its passage, manifested itself in Maryland by the prompt expulsion of the Stamp distributor from the Province, with every mark of indignation and contempt, immediately upon his arrival from England; and a quantity of stamped paper which arrived here was not suffered to be taken from the ship in which it was brought over.

Although from the impossibility of enforcing it, the English Parliament was thus obliged to repeal the Stamp Act, the long cherished purpose of taxing the colonies was not abandoned. The next method resorted to

for accomplishing this object, was the imposition of a duty on certain articles—especially tea—imported into the colonies. This duty, it was thought, might be successfully imposed under cover of the right to regulate commerce, which had been already conceded to the English government. But public feeling in this country was now too thoroughly aroused for any plan of taxation to be submitted to. "Non-importation Societies" were formed for the purpose of excluding English merchandise from the colonies. The American market being thus closed, a large quantity of tea accumulated in the warehouses of the East India Company. It then became the interest of that Company to co-operate with Parliament in attempting to force the tea into the American colonies; and in order to facilitate that Company in its efforts, in May, 1773, Parliament allowed a drawback upon tea exported to America, so that the duty might be imposed without enhancing the price of the article. Under this arrangement, several cargoes of tea were shipped with the hope that now they would be admitted into the country. But the colonies were contending for a principle; they claimed that they could not be taxed by a Parliament in which they had no representation, and they would agree to nothing that involved a surrender of that principle. The vessels consigned to New York and Philadelphia were forced to return without unloading; that consigned to Boston was boarded at night by a party of citizens in disguise, and its contents thrown overboard. Several packages of tea that were brought over by a vessel that came into the St. Mary's River, Maryland, in August, 1774, were sent back without being unloaded; while a vessel which arrived in the October following, at Annapolis, (then the principal city, and still the capital of Maryland,) with eighteen packages of tea on board, was not allowed to come up to the landing; and the consignee, who had paid the duty on the tea, in the hope of being permitted to land it, could only allay the popular indignation by burning the vessel and its contents, setting fire to it with his own hand. As a consequence of the destruction of the tea at Boston, a bill, depriving that city of its privileges as a port of entry and discharge, was passed by Parliament, and received the royal sanction March 31, 1774.

A Continental Congress, which had proved so successful against the Stamp Act, was in the present emergency again resorted to. It assembled in Philadelphia, September 5th, 1774. The unanimous and determined resolution exhibited by this Congress to maintain the colonial rights and liberties, showed plainly that the English government had aroused a bold and free-spirited people. A system of non-importation, which had already been very generally adopted, was now formally recommended, excluding from the country not only the taxed articles, but all articles whatsoever which came either directly or indirectly from Great Britain or Ireland. Corresponding restrictions were laid upon exportations; so that the system recommended was really one of non-intercourse with the mother country. The object which the colonies sought to accomplish by these means, was the repeal of the obnoxious measures of taxation. They still hoped that the English

government would recede from its position, as it had done in the case of the Stamp Act. A strong feeling yet existed, on the part of many, against hostilities with the country they still called "home." But the course of the English government showed that there was nothing to be hoped for from that quarter. "The petitions" of the colonies "were spurned, their assemblies declared rebellious, their persons and property made objects of plunder, and those bloodhounds of war, foreign mercenaries, were to be let loose upon them to pillage and desolate their country."* All hope of reconciliation was now removed, and the American people were ready to sever the last ties that bound them to England. On both sides the preparations for hostilities began. The decisive step was at last taken. On the 4th of July, 1776, the Continental Congress, then assembled in Philadelphia, published to the world the Declaration of Independence. The news was received in Baltimore with great enthusiasm. On the 22d of the month, the Declaration was publicly read from the Court-House, amid the acclamations of the people, the firing of salutes, and cries for the prosperity of the United States. At night the town was illuminated.

The Proprietary government of Maryland was at this time held by Henry Harford, Esq., an illegitimate son of the last Lord Baltimore, who had died in 1771, and with whom the title had become extinct. Towards the government of the Lords Baltimore, who, for the most part, had ruled the Province with a beneficent sway, the people of Maryland entertained feelings of loyal attachment; but towards the present Proprietary, a stranger in person and in name, none of these feelings existed. His government was promptly overthrown, and a Convention called to frame a constitutional government for the new "State of Maryland." In this Convention, which assembled at Annapolis, on the 14th of August, 1776, Baltimore-Town, (which could now boast of 564 houses and 5,934 inhabitants, with 821 more at the point,) for the first time had representation separate from the county, being permitted to send two delegates in addition to the four returned from the county.

From the very commencement of the war, and throughout its continuance, Maryland entered into it with spirit and energy. The nearness of the battle-fields caused constant demands to be made upon this State, for supplies of both troops and provisions. The demands were promptly met; and the troops themselves, by their gallant conduct in many a hard-fought field, have made famous the name of the Maryland Line. At the battle of Long Island, (Brooklyn Heights) August 27, 1776, when the Maryland troops were for the first time brought into action, a part of a battalion shook, with repeated *bayonet charges*, a whole brigade of British regulars. The reputation which they then won, as being the first American troops to use the bayonet, was well maintained. On more than one occasion thereafter, Maryland troops charged and repulsed the enemy with unloaded muskets. In addition to her troops in the field, Maryland had, during a part of the war, to maintain a separate

* McMahon, p. 429.

marine service, for the protection of her shores from the English cruisers, which, until the arrival of a French fleet in 1779, continually infested the Chesapeake Bay.

The demand for money for the public service, far beyond what could be raised by taxation, which the necessities of the war occasioned, led to immense issues of State and Continental paper currency. This currency, without credit, and with a compulsory circulation, very soon became greatly depreciated. Perceiving the ruinous tendency of a superabundant and depreciated currency, Congress sought to correct the evils inseparable from such a condition of affairs, by calling upon the States to contribute their respective shares for redeeming the greater part of the circulation. The portion for which Maryland was thus called upon to provide, was more than $20,000,000. Finding it quite impossible to raise this sum by taxation, it was finally determined by the Assembly of Maryland, in March, 1781, to redeem it, by a new issue, (called the *black* money,) at the rate of forty of the old for one of the new. The next year the black currency was replaced by a new issue, called the *red* money. The credit of this issue was better sustained than that of former issues, as the proceeds of the sales of the confiscated property of persons disaffected to the cause of American liberties, was pledged for its redemption.

The privations and necessities of the Revolutionary War, called for the exercise in the American people of the very qualities which formed the best guaranty of the stability of that independence for which they fought; namely, a dependence on themselves and their own resources. Various branches of manufacture which had been prohibited under British rule, were established during this period, to supply the place of the foreign products, which could no longer be obtained. As early as 1778, there were established in Baltimore-Town a linen factory, a bleach yard, a paper mill, a woollen and linen factory, a slitting mill, a card factory and two nail factories. And notwithstanding the difficulties which had to be encountered, a very considerable foreign trade was carried on—chiefly with the West Indies—in the swift-sailing craft of the Chesapeake. The progress made in commerce at this time, was sufficiently great to lead to the establishment of a custom-house at Baltimore, in 1780; thus relieving the merchants of this place from the delays and inconvenience to which they had hitherto been subjected, in entering and clearing their vessels at the custom-house at Annapolis.

During the years intervening between the cessation of hostilities (1782) and the adoption of the Federal Constitution, (1788) there was a temporary suspension of even that commercial activity that had been able to exist during the war. With a depreciated currency, inadequate shipping, an unpaid war debt of $44,000,000, and the future condition of the country, and even its national existence, enveloped in uncertainty, there was cause enough to paralyze for a while even the most determined energy. The commercial difficulties at this time were very much increased by an over-importation of foreign goods. The low prices of tobacco and flour, which still formed the principal

articles of export from Maryland, added to the distress in this part of the country. But this state of things was not destined to continue long. The establishment of the Federal Government, and the funding of the public debt, restored a feeling of confidence, and there soon followed a period of remarkable commercial activity and prosperity.

A new avenue that was opened for the tobacco trade, tended directly to secure for Baltimore that pre-eminence to which it was justly entitled, but for which it had long to struggle with several other towns, which in those days were formidable rivals. Under England's colonial system, the tobacco trade before the Revolution, had been carried on exclusively with English merchants, who had their agencies at some of the older towns, situated at convenient places of landing and shipment upon the rivers. Among the principal seats of this trade were Annapolis, Bladensburg, Upper Marlboro', and Elk Ridge Landing. To these places, the tobacco, securely packed in hogsheads, was conveyed from the plantations by being *rolled* along roads that were constructed for the purpose. Several of these primitive roads still exist in the State. One of them, which leads through a part of Baltimore County to Elk Ridge Landing, still bears the name of the "Rolling Road."

After the war, the English merchants sought to regain their lucrative traffic, and for this purpose re-established their agencies at the former places of trade; but in the meanwhile a Dutch house had settled at Baltimore, and entered largely into the tobacco business, purchasing for direct shipment to Holland. By the acquisition of capital, the Baltimore merchants were soon enabled to make shipments in their own vessels, and for their own account. In this manner, the tobacco trade became entirely diverted to Baltimore, and the agencies of the English houses at other places were discontinued.

With the advancement of commerce, the condition of the harbor of Baltimore began to attract attention. In 1783, a board of nine port-wardens was appointed, with authority to make a survey and chart of the basin, harbor and Patapsco River, to ascertain the depth and course of the channel, and provide for the cleaning of the same. In order to defray the expense of this undertaking, an impost of one penny per ton, (afterwards increased to twopence,) was laid upon all vessels entering or clearing.

The water at that time reached up to Exchange Place and Water street on the north, and nearly to Charles street on the west; the space occupied by water being estimated as equal to double the surface of the present basin and docks. While the means of intercourse with foreign countries were being thus improved, domestic and inland connections were not overlooked. In 1782 a line of stages was established between Philadelphia and Baltimore, and the following year lines to Frederick-Town and Annapolis. A company was organized to make a canal on the Susquehanna, and shortly after the Potomac Canal Company was formed. The Chesapeake and Delaware Canal Company was not organized until 1799, but the project had been contemplated, and the surveys made, as early as 1769. As the first indication in this vicinity of

the revolution which steam was about to introduce in the commercial world, James Rumsey, of Cecil County, procured, in 1784, the exclusive privilege for this State for making and vending "vessels to be propelled by steam with or against the current."

In the general spirit of progress manifested at this time, the internal improvement of the town was not neglected. The streets were extended, and for the first time paved; and the various bridges across the falls were put in a more substantial condition. The single market-house which had hitherto been used, being found inadequate to the wants of the growing population, (which in 1782 was estimated at 8,000, an increase of one-third since 1775,) it was abandoned in 1783 and three new ones erected, in which market was held on different days of the week. The three new markets established were the Centre Market, on land given by Mr. Thomas Harrison; the Fell's Point Market, for the benefit of the residents at the Point, which was built on land given by Mr. William Fell; and the Hanover Market, for the accommodation of persons in what was then the extreme western portion of the town.

The ground upon which the Centre Market was erected was a part of the marsh which has been hitherto spoken of as lying along the western border of the falls. It was at first intended to dredge, out and make a long dock of the lower portion of this marsh; but this plan was in part abandoned when the erection of the market-house was determined on. From the nature of its site, the Centre Market is still popularly called the "Marsh Market," and the dock that comes up to its lower end, bears, and well merits, the name of "Long Dock." In 1785, the wharves of the town were much extended and improved. Among the improvements of this year, may be especially mentioned the construction of Bowly's Wharf.

In 1784, the first Sugar Refinery was established in the town, and the same year some Glass Works were erected on the Monocacy River, in Frederick County, by some German manufacturers. These works were removed to Baltimore in 1788, and located upon the south side of the basin, where they still continue.

The revolution in France, and the subsequent wars upon the continent of Europe, gave the occasion for that period of commercial enterprise and activity to which allusion has already been made. The opportunity was grasped by the merchants of Baltimore with promptness and energy; and from 1790 until the outbreak of the war with Great Britain in 1812, this city was distinguished for its rapid growth in population and commercial importance.

The interruption to agriculture occasioned by the wars, caused an increased demand in Europe for American wheat and flour. The colonies too of European nations, which, under the prevailing colonial system, were permitted in time of peace to have intercourse with the parent countries only, being cut off by hostile cruisers from their accustomed avenues of trade, were compelled to seek in America a market for the sale of their produce and the purchase of their necessary supplies. An active foreign trade, both with

Europe and the West Indies, was thus created; and the sailing qualities of the craft of the Chesapeake, which had already acquired a high reputation, before the invention of steam, for fast sailing, secured for Baltimore the greater portion of that trade. The sailing qualities of these vessels, which have made the name of "Baltimore Clippers" familiar throughout the world, were at that time unequalled by any vessels built in this country, and unapproached by any built in Europe. Indeed, it was long before the art of constructing them was practised anywhere outside of the Chesapeake Bay. They were schooner-rigged, and the great secret of their excellence lay in the fact that they were built so as to sail within four or four and a half points of the wind. The advantage that this peculiarity gave them, enabled them in most cases successfully to elude the pursuit of any vessels belonging to the blockading squadrons of the belligerent powers that might offer to give them chase; for if they could but get to windward of their pursuers, it was useless for vessels of any other construction to attempt to follow them.

Such was the success of the "Baltimore Clippers," that this city enjoyed during the period of which we are speaking, the chief part of the European and West Indian trades of this country, besides doing a large carrying trade between the nations of Europe and the West Indies. For the latter, this was one of the principal markets in the world, whether for selling or purchasing; and those West India goods that found their way to Europe, were for the most part shipped first to Baltimore, and reshipped from here to their place of final destination. The quantity of these goods brought to this port was so great, that sales of them were chiefly made at auction, in entire cargoes. These auction sales were at that time a special feature of the Baltimore market.

Upon the restoration of peace in 1801, the nations of Europe immediately enforced their colonial systems, (by which the trade of the colonies was restricted to their parent countries,) and thus that portion of the foreign and carrying trade of Baltimore, that had arisen in consequence of the suspension of those systems, was for a time interrupted. But the interruption was of short duration. Upon the resumption of hostilities, in 1803, occasion was again given for the exercise of that adventurous spirit of enterprise that had before been so successful; and notwithstanding the *Orders in Council* and *Decrees* wherewith the belligerent powers of Europe sought to close each other's ports against the commerce of the world, the adventurous merchants and daring seamen of Baltimore succeeded in maintaining their commerce until the close of the year 1807, when, as a retaliatory measure to the restrictions imposed upon trade by the nations of Europe, a general embargo was proclaimed by the government of the United States.

Although the hazardous trade of this period was for the most part successfully and profitably prosecuted, heavy losses were occasionally incurred by the capture of some of the blockade-runners, while attempting to elude the vigilance of the squadrons which were everywhere on the lookout for them. Prior to the year 1795, when the first Marine Insurance Companies were

established here, the merchants either took the risk of these losses themselves, or else effected an insurance with private capitalists, who, for a consideration, would guarantee them against loss. This was, during the last century, the usual method of marine insurance practised both in this country and in England, where the custom which long prevailed, of exposing the name and description of vessels upon which insurance was asked, at *Lloyd's* Coffee House, for the capitalists who congregated there to *write under* their names and the amounts they were willing to venture, has caused the terms "Lloyds" and "underwriting" to be permanently identified with the business of marine insurance.

Upon the removal of the embargo in 1809, besides the reopening of the old channels of trade, the neutral shipping of America was largely occupied, from that time until the outbreak of the war with Great Britain in 1812, in supplying the English army in Spain, which it was found necessary to provision chiefly from this country.

The prosperity of Baltimore at this time was not maintained solely by a foreign and carrying trade. The imports, which were far beyond the requirements for home consumption, could not have been disposed of, if a market had not been found for them beyond the limits of the town, nor could the demands for export have been met, if produce and cereals had not been drawn from the agricultural regions of the interior. Its central position, its accessibility as an inland seaport, and the direction of the water-courses, made Baltimore the first, as it is still, the natural market for the West.

The western trade, which, before the Revolution, had been conveyed on the backs of pack-horses, walking in single file through the narrow paths which led across the mountains, now required for its transportation the huge canvass-covered "Conestoga" wagons, which, with their teams of six or eight horses, and jingling bells, used to traverse the old Braddock's road and the turnpikes that had been constructed as far as the navigable waters of the West. The relics of this old method of transportation may yet be discerned in the immense yards, made for the accommodation of these wagons and teams, attached to a few of the old inns in Baltimore that have yet escaped the march of improvement.

The actual growth of Baltimore during this period is best indicated by the increase in the population, which, from the United States census reports, we are now able to observe by decades. In 1790, the population numbered 13,503. In 1800, it had increased to 31,514, and in 1810, to 46,555. A considerable accession had been made, in 1793, by the arrival of French refugees, to the number of about 3,000, from Cape Français. Besides the increase in the population, which this arrival made, it was of benefit to Baltimore as the means of stimulating that West Indian trade, which contributed so greatly to the prosperity of the city during this period. The tonnage of the town, which, soon after the adoption of the Federal Constitution, was reported as 36,305 tons registered vessels, and 7,976 licensed and enrolled, had increased

in 1795, to 48,007 of the former, and 24,470 of the latter. The same year there were counted in passing to Baltimore 109 ships, 162 brigs, 350 sloops and schooners, and 5,464 bay craft and small coasters. On the 31st December, 1796, sixty-seven years after its foundation, "Baltimore-Town" was at last promoted to the dignity of a city, incorporated by the State Legislature under the name of the "Mayor and City Council of Baltimore."

Among the public buildings and internal improvements which deserve mention, Fort McHenry, on the extreme end of Whetstone Point, was built in 1794. In 1795, a number of flouring mills were established in and about the city. The Baltimore Library Company was established the same year. In 1805, the present court-house was begun, and occupied in 1809. The corner-stone of the Roman Catholic Cathedral was laid in 1806, but this building was not completed sufficiently for consecration until 1821. In 1808 the water company, for supplying the city with water was incorporated, and the same year, the manufacturing interests of the city were increased by the erection of several new factories upon Gwynn's and Jones' Falls.

The arrogant claims made by England to a "right of search," that is, a right of overhauling on the high-seas and searching the vessels of foreign nations, with the purpose of taking therefrom any seamen that might be claimed as British subjects, added to the restrictions with which she constantly sought to embarrass the trade of this country, led to a declaration of war by the United States government on 18th January, 1812. While some portions of the country were violently opposed to that measure, Maryland, though from her position and the nature of her trade, necessarily one of the chief sufferers by the war, was forward and determined in supporting the policy of the general government.

From the commencement of the war, the Chesapeake Bay was vigorously blockaded by the British fleet. Its position, affording an approach to the interior and the National Capital, and the reputation its craft had acquired in the commerce abroad, made it an important place to occupy and close. Occasionally a Baltimore vessel was able to elude the blockading squadron and get to sea, but a return to port was quite impossible. In this extremity the merchants of Baltimore resorted to the expedient of ordering their vessels to return to other ports less vigorously blockaded, and there deliver and receive their cargoes. By availing in this way of other ports, and conveying their merchandise inland by means of wagons, the merchants of Baltimore were able to retain possession, in large measure, of their foreign commerce.

During the war a number of privateers were fitted out at Baltimore, some of which performed very gallant and distinguished service. In 1814, the war was brought directly home to our people. Hitherto, descents had been made by the enemy's fleet only at comparatively undefended points along the bay shore; but in August of this year, a force of 5,000 men, under General Ross,

was landed on the Patuxent River, and began their march towards Washington. Having overcome, on 24th August, a force which had been gathered at Bladensburg to resist them, they proceeded to Washington and burned the National Capitol, the President's Mansion, Government offices, public records, the Library, and much private property.

After this success, General Ross next turned his attention towards Baltimore. On the 12th September a force of 5,000 men was landed upon North Point, at the mouth of the Patapsco River. They were met by an inferior force of Maryland and Pennsylvania militia, and a sharp engagement ensued, at the close of which the militia fell back to a position nearer the city, but not until they had inflicted such a loss upon the enemy as deterred them from following. The commander of the invading force, General Ross, was killed early in the engagement. On the evening of the next day an unsuccessful attack was made by the fleet upon Fort McHenry, and during the night a force, which, under cover of the fleet, had passed by the fort in barges, was met with such a destructive fire from the batteries which had been erected on the point, above the fort, that one of the barges was sunk, and the others retreated precipitately to the fleet. Thus gallantly resisted by land and water, the invading force abandoned the attack upon Baltimore, and made no similar attempt upon other cities. The war was brought to a close about the end of the year by the Treaty of Ghent, signed 14th of December, and ratified by the United States the 17th of February following.

After the close of the war, commerce began to resume its former channels. But the wars with which the Continent of Europe had been so long convulsed were about drawing to their close. And upon the final overthrow of the Empire in France, in 1815, and the return of peace, the nations of Europe resumed their own carrying trade, and the American merchants were thus deprived of a trade of which they had had almost a monopoly. In the years 1817, 1818 and 1819, short wheat crops in England caused a demand in that country for Maryland wheat; and in consequence of the removal of the Portuguese Court to Brazil, and the revolutions which resulted in the overthrow of Spanish rule in South America, new avenues of trade were opened to the enterprise of our merchants in that quarter.

But a greater evil than the curtailment of foreign trade had to be contended with at this time. The Bank of the United States had expired by limitation in 1811. Immediately there sprang up a host of local banks subject to no restrictions whatever in their operations. Upon the closing of the ports upon the Chesapeake Bay during the war with England, and the consequent diversion of the trade of the Middle States to places which were less molested, it soon appeared that the specie of the Middle States would be attracted to places of greater activity. To prevent this drain, the banks resorted to the suspension of specie payment and the issue of a paper currency. And when

the demand for money occasioned by the exigencies of the war arose, it was met by large issues of this money. This method of manufacturing capital was found so easy and attractive, that it was indulged in recklessly and without limit. A dangerous spirit of speculation was engendered. Every one rushed into the arena, borrowing the easily obtained money upon almost any species of property, with little thought bestowed upon the day of reckoning by either borrowers or lenders. The result of this system soon appeared in a rapid depreciation of the money, (which had at best a fictitious value,) and wide-spread financial distress and embarrassment; for these evils, though falling most heavily upon the Middle States, were felt throughout the country. It was finally determined that the means for curing all these evils, and establishing a uniform currency throughout the country, would be secured by the re-establishment of a national bank. Accordingly, in 1816, the new Bank of the United States was inaugurated. The enterprise was eagerly entered into, and of the capital of $28,000,000, $4,014,100 were subscribed in Baltimore.

The principles upon which this bank was established made it necessary that the local banks should prepare for specie payment. This at once placed a check upon the accommodations which they had been extending to their customers, and upon which the latter had become dependent. Everywhere the creditor pressed the debtor, and the financial difficulties increased. Added to this, it soon became evident that it was quite impossible for the Bank of the United States to redeem the promises that had been made for it, and a fall in the price of its stock occurred to such an extent as to plunge in absolute ruin many of the subscribers.

Although thus beset with difficulties, their characteristic spirit of enterprise did not forsake the people of Baltimore. Since the critical period of which we have been speaking, and which reached its climax in 1819, the history of Baltimore for forty years, is a history of steady growth, interrupted only by the financial crises of 1837 and 1857, which shook to their base the commercial interests of the entire country. The foreign commerce during this period was not what it had been during the continuance of the peculiar circumstances amid which it took its rise; and though the spirit of adventure and excitement which had been fostered by the former conditions of trade, had to accommodate itself to a slower motion, the latter is probably the more healthful condition, and more truly indicative of steady and permanent growth.

Among the public buildings, etc., erected between the time of the war with Great Britain and the year 1820, may be mentioned the School of Medicine on Lombard Street, (part of the University of Maryland,) completed and occupied in 1812; the Washington Monument, and the one known as the Battle Monument, both begun in 1815; the Merchants' Exchange, undertaken in 1815 and completed and occupied in 1820. This building is now occupied by the United States Government as a Custom-House and Post-Office. In 1816 Gas Works were established here, which were the first in the country

to afford a general supply for the use of citizens, and for lighting the streets. The corporate limits of the city were extended the same year to the present size, embracing an area of about 10,000 acres.

The comparative sizes of the original town and the present city, are accurately shown in the accompanying cut. The original water-line on the side of the basin is carefully marked, and the original course of Jones' Falls, which once reached, in a deep horse-shoe bend, as far as to the corner of Calvert and Lexington Streets. On the eastern side of the Falls, the location of "Old Town"* is indicated, and north and south of the harbor, appear Fell's and Whetstone Points, with Fort McHenry upon the extreme end of the latter.

In 1813, the first steamboat was introduced here, to run between Baltimore and Frenchtown, as a part of the line between this city and Philadelphia. The application of the newly discovered power of steam, which was then deemed little better than experimental, soon began to exercise a powerful influence upon the business relations of Baltimore.

The introduction of steamboats upon the Ohio and Mississippi Rivers opened to the people of the West a new and cheaper mode of communication

* See page 13.

with the seaboard than was afforded by the wagons and turnpikes upon which they had hitherto depended. The establishment of steam communication with New York, also attracted in that direction the trade which had hitherto come to Baltimore. The people of Baltimore were not, however, of a temper to permit the resources, which their natural advantages gave them, to slip from them by reason of the superior artificial advantages of other cities. In December, 1823, a public meeting was held in the Merchants' Exchange, to take the sense of the people on the subject of canals, or rather, (as their utility was recognized,) to ascertain whether it would be most acceptable to the citizens to undertake, first, a canal to the Susquehanna, or one to the Ohio. The great majority preferred the former. An act of the Legislature was therefore procured, authorizing the city to make a canal to the head of tide-water on the Susquehanna, and further, if permitted by the State of Pennsylvania. Another act was passed, incorporating the Potomac Canal Company, for the purpose of constructing a canal from tide-water on the Potomac, to the Ohio River. The next year, this latter was merged into the Chesapeake and Ohio Canal Company, which was incorporated by the Legislature of Virginia for the same purpose. In 1826, upon the publication of estimates, showing the immense expense that would be incurred, and the great difficulties that would have to be overcome, in constructing a canal across the mountains to the Ohio, it was at once perceived that this cherished plan would not yield all the advantages that had been anticipated by its projectors. This discovery only led the citizens of Baltimore to devise some new means by which to secure their western communications. Their deliberations resulted in the determination to accomplish their purpose by the construction of a railroad. Accordingly, in February, 1827, an Act was passed by the Legislature, chartering the Baltimore and Ohio Railroad Company, which was the first railroad chartered in the United States. The canal was not abandoned in consequence of this rival enterprise, but the corner-stones of each were laid July 4th, 1828, Charles Carroll of Carrollton officiating for the railroad, and President Adams for the canal. On the 9th of August, 1829, the hundredth anniversary of the passage of the act creating Baltimore-Town, the Susquehanna Railroad was begun. In 1837 the Philadelphia, Wilmington and Baltimore Railroad was opened for travel. In 1853 the Baltimore and Ohio Railroad was completed to the Ohio River, and in 1857 its continuation to St. Louis was perfected. In 1854 the Susquehanna Road was consolidated with other roads extending through the State of Pennsylvania, under the name of the Northern Central Railway. In 1829 the Chesapeake and Delaware Canal was undertaken.

As in 1816 Baltimore had the distinction of being the first city in this country that was lit by gas, and in 1827 of being the first to inaugurate a railroad, so, in 1844, it was again distinguished by the erection, by Professor Morse, between Baltimore and Washington, of the first electric telegraph in the world.

The growth of the city during a period of forty years, is indicated by the United States census returns of the population:

In 1820	the	population	was..... 62,738
" 1830	"	"	 80,625
" 1840	"	"	102,313
" 1850	"	"	169,054
" 1860	"	"	212,418

The trade of Baltimore, which first rose to importance during the Revolutionary struggle, and flourished amid the dangers incident to subsequent wars, both at home and abroad, was at length destined to be seriously crippled by a war that came to our very doors. In the civil war of 1861-5, between the Northern and Southern States, Maryland occupied the position of a border State between the contending sections. Although herself the field of battle on but two occasions, her frontier position, the constant presence of large bodies of troops within her borders, the severance of all communication with her Southern customers, and the risk attending the communications with the West, from the liability of the railroads to interruption, and the freights to capture or seizure, caused the loss to Baltimore, for the time, of her Southern trade, and on account of the impoverishment of the Southern people, the permanent loss of much that was owing from that section; whilst the Western trade became temporarily and partially diverted to other cities.

Since that period of enforced inaction, a reviving spirit of life and energy has been manifested. The railway communications extend, by the Northern Central Road, north and west to the lakes and Canada; by the Philadelphia, Wilmington and Baltimore Road, to all parts of the Northern and Eastern States. The Baltimore and Ohio spreads its constantly increasing connections over the whole of the western country, and as far as San Francisco; while its southern branch through Washington connects throughout the Southern States and as far as New Orleans. Of local roads, there are the Western Maryland, extending through the rich farm-lands of Carroll, Frederick and Washington Counties to Hagerstown, and projected to Williamsport, upon the Potomac River; and the Baltimore and Potomac, opening up a fertile country hitherto inaccessible by rail, and affording a southern connection for the Northern Central Road, and the Pennsylvania Central with its connecting lines. Now in course of construction, there are the Baltimore and Drum Point Railroad, which will extend from the city, south, through the entire length of Anne Arundel and Calvert Counties; and the Union Railroad, which, making almost the entire circuit of the city of Baltimore, will afford the means for prompt connection between the various railways that enter the city. These various roads secure to Baltimore by steam communications, its natural advantages as the seaboard depot, indicated by the geographical formation of the country, for the West. Domestic lines of steamers communicate

with Boston, New York, Philadelphia, Richmond, Norfolk, and all the lesser places on the Chesapeake Bay and its tributaries, Wimington and New Berne, N. C., Charleston, Savannah, Key West, New Orleans, Havana and Galveston; while two prospering lines of steamers to Europe, the North German Lloyd to Bremen via Southampton, and the Allan line to Liverpool via Halifax, demonstrate the fact that the foreign commerce that was once enjoyed by Baltimore needed but the opportunity to return.

The imports at the port of Baltimore, which in 1860, amounted to $9,784,773, and in 1862, in consequence of the war, had fallen to $3,696,620, rose in 1870, to $21,017,313; in 1871, to $26,770,181; and in 1872 to $29,429,439. The exports of domestic merchandise for the same years were, in 1860, $8,804,606; in 1862, $8,375,303; in 1870, $12,396,518; in 1871, $18,236,166, and in 1872, $17,381,591. The industrial products of the city and county of Baltimore amounted, according to the census of 1870, to the sum of $59,219,993 annually, in which was employed capital amounting to $26,040,040. The population of the city had increased from 212,418 in 1860, to 267,599 in 1870.* The property in the city and county was estimated in the census at $401,634,738. The tonnage of the port is 150,086.

Thus rapidly and in the merest outline, we have endeavored to trace the growth of Baltimore, from the straggling village of 1730, to the prosperous city of 1872. Whatever its growth has been hitherto, it is but the earnest of its capabilities for development. Its geographical position as regards the interior has been spoken of; as regards Europe, its position at the head of a bay, which was formerly considered a disadvantage to it as a seaport, enables the shipping to come *that much nearer the interior*, and by conveying freight further by water, and in bulk, causes a corresponding reduction in the cost of transportation; while the proximity of Baltimore to the coal regions, and the direct communication with them, which enables the steamers to take in their coal at $2.50 per ton less than it costs in New York, gives a direct saving of $2,000 upon the 800 tons consumed by steamers in each voyage across the Atlantic. The neighboring mines of anthracite and bituminous coal; the marble quarries of Baltimore County; the iron beds with which the State abounds; the lavish wealth of the Chesapeake Bay, with its world-renowned game and oysters and fish, afford in themselves a ready-made and apparently inexhaustible store of riches.

* An enumeration made the same year by the City Police, put the population at 283,875.

TO-DAY.

BALTIMORE, as a home, is one of the most delightful cities in the world. It possesses more solid advantages than any other city on the Atlantic seaboard for those desirous of establishing themselves in a great metropolis, for purposes of trade, commerce, or business of any description. Situated about the centre of the Atlantic coast, at the head of the great Mediterranean Sea of America, it is equally removed from the intense cold of northern latitudes, and the blinding heat of our more tropical sisters of the South. An equable climate, soft, balmy, salubrious, and almost entirely free from the

NEW CITY HALL.

dense fogs which are the horror of the generality of cities adjacent to the seaboard, gives to it that healthy mean, which is seldom present along any of the water courses of this country or Europe. Its mild winters usually furnish ice enough for home consumption, gathered during the *cold snaps* that occasionally occur; while the pleasant bracing weather, which prevails during many weeks of that season, gives abundant opportunities for out-door labor, the use of hydraulic power and navigable water, and demands far less fuel than is required in cities further north. Located upon a small but beautiful river Baltimore

extends back over a succession of gently sloping hills, whose substratum is a sandy marl, and through which no mephitic vapors arise, no dampness injurious to health or life. In the original construction of the city, these hills probably presented serious obstacles to our worthy forefathers. Some were steep and unsightly, and required much grading, but the gradual expansion of the town enabled its builders to trim the rough edges, and cut down only so much as would relieve their precipitous character, without impairing their beauty and picturesqueness. These hills rise one above another step by step, until, on the outer boundaries of the city as now constituted, at almost any point, magnificent views of Baltimore, its harbor and the Chesapeake Bay, can be obtained. It may be also added that

THE CATHEDRAL.

because of its peculiar topography a person walking in any direction for three or four hundred yards, can obtain panoramic views of different sections of the city, such as can be had in few other places in the world. The Patapsco River with its inlets indents the land upon which Baltimore is built to a very considerable extent, forming natural extensions for wharf-fronts, and at the same time adding greatly to the beauty of the harbor, and the general landscape. Perhaps at some early period in the history of our city the marshes which formed at the head of these inlets, by their malaria may have produced those bilious diseases so frequent along the water courses of the Chesapeake, and a citizen of to-day feels doubtless a sensation of compassion, not unmixed however with self-congratulation, when he thinks of his ancestor, racked and tortured with the *shaking-ague* as he hurried from his morning meal to attend to the wants of his palsied customers. The marshes have long since been drained, the shores about the inlets converted into substantial wharves for the accomodation of our rapidly increasing commerce, and the miasma no longer rises from the lowlands, to disconcert the calculations of our citizens. Whether he dwells upon the

heights where he can view the broad expanse of water, the spreading woods and well tilled fields of the surrounding country, or lives in a lowly hut on the river's bank, the inhabitant of Baltimore is to-day in either case exempt from any of the diseases popularly supposed to be generated in that element. In fact, Baltimore is one of the *most healthful cities* in the world. Its location would make it so necessarily. "Cleanliness is next to godliness" and certainly very conducive to health. The City, from every point, converges by gentle slopes to the river. It matters not what may be the condition of the streets, a heavy rain will thoroughly cleanse them of all impurities, and in case of a drought it is only necessary to turn on the water by means of the plugs, to secure this result. Baltimore was built gradually; obstacles of no common magnitude were to be surmounted, and though these were regarded as disadvantages at the moment, they have since proved its most attractive and healthful features. Their presence has given to us broad and well ventilated streets, and a pleasing variety of surface, the absence of which is so oppressively felt in other cities. In some instances irregularities have resulted from the many hills encountered, but these without imparing their usefulness, have added greatly to the beauty of the city. But there are other reasons why Baltimore is delightful *as a home.*

There is a subtle something, hard to describe, *bon-homie*, good fellowship, good breeding, refinement, perhaps a combination of many excellent qualities, which seems to pervade the very atmosphere of the City, and to penetrate all the avenues of life. From time immemorial the reputation of our State and City for hospitality has been national. Recent events—the opening of lines of railway, and the concentering of business and commercial interests in Baltimore, through their representatives—have given a practical turn to this feature of the people, and have spread its fame throughout the length and breadth of the United States. Indeed, the numerous great assemblages that have taken place in our midst during the past few years have borne such ample testimony to this quality, that any further reference might savor of egotism. Society in Baltimore is delightful, and this remark is intended to apply to all grades and classes. The lines of demarcation between the different strata are finely drawn. The most severe and exclusive circles, refined, intelligent and educated, exist side by side with less ostentatious, but not less cultivated coteries; and in the humblest ranks of the community there is an independence of thought and action which beget manhood in the higher sense of the term. That our citizens fully appreciate this is attested by the fact, that Baltimoreans, in whatsoever section of the globe they may be, like the Swiss for their native Alps, long for the City that gave them birth, and never lose their pride in its beauty and delights.

A stranger from any of the large cities in this country or Europe, upon his entrance into the City of Monuments, is struck by the utter absence of *tenement-houses*—those fearful scourges, the hot-beds of crime and pestilence in so many of the larger communities throughout the civilized world. There are none here. Baltimore does not need them. Her unlimited capacity for extension in any direction is a practical barrier to the fabulous prices obtained for land in other cities; and rents are so reasonable, and the rates of living so much less expensive than elsewhere, that the humblest mechanic or laborer can ensconce his family in a modest dwelling and surround them with the pleasures and comforts of home. Instead of the indiscriminate herding of the industrious and the slothful, the sober and the drunken, the upright and the criminal, the healthy and diseased, and the promiscuous mingling of the sexes, so destructive both to morality and life itself, the struggling man with small means can gather his household about him, in a commodious dwelling, absolutely removed from impure contagion, and amenable only to those influences which emanate from himself or his associations. He and his family acquire an individuality and manliness which are apt to display themselves for the right, in their careers through life. Home-influence, the strongest, the purest, and most precious that can surround man, either in his relations to society, or the family circle, is offered here in all its freshness and luxuriance; and other cities should not be surprised when we claim superiority in this regard.

For many years Baltimore has fostered a Public School system, of which her citizens have learned to speak with pride. Through all the dissensions of politics, and we have not been exempt from them, this "stable bulwark" of good government and free institutions has never been suffered to languish. We would not consider it illustrative of our progress

BETHANY INDEPENDENT METHODIST CHURCH.

in this respect to exhibit a model school-house at a World's Exposition, and yet our Public School edifices will compare favorably, in point of architecture, internal adornment, and personal comfort, with those of any city in the world. Further—by zealous and persistent efforts on the part of our legislators, and careful study of the systems of the most advanced states in America, and the most enlightened nations of Europe, our School

System has been perfected as far as it is possible to do so with our present experience. The useful features of other plans have been incorporated with our own, and their blemishes unhesitatingly rejected. The Public Schools are open to all—from the pitiful gamin who cries the news through the day, and painfully ekes out his nightly slumbers on cellar doors or market stands, to the fastidious scions of our most aristocratic families, all are equally entitled to the benefits which our schools vouchsafe, and, what is more to the point, they avail themselves of these advantages. Experience has led our citizens, without sectarian or class distinctions, to send their children to the public schools of the city, and perhaps this commingling of the various elements that form the community has done much to produce that fellowship which binds the different classes to each other. When a boy has passed successfully through the various established grades—the Primary Department, the Grammar School, and the City College—he has received as thorough and comprehensive an education as can be obtained in many of the Colleges or Universities in this country. This is plainly exemplified by the number of prominent merchants, successful bankers, skillful physicians, learned lawyers and shrewd politicians in our midst who can claim no other *Alma Mater*. There are other schools and colleges in Baltimore, and thickly strewn through the State, of high repute, and supplied with corps of Professors, whose names are a guarantee of the advantages they claim. The education of the female portion of our population has been an especial care of those who have been intrusted with the supervision of our schools. Wise and virtuous mothers naturally lead to upright, manly and useful sons. Nowhere has this truth been more fully appreciated than in Baltimore; and the Female Department of our Public Schools bears ample testimony to its practical adoption. While the æsthetic and showy features of the more fashionable finishing institutions for ladies have not been overlooked, the solid and substantial training which leads to perfect womanhood is made to assume its proper place in the system. Thus the women of our city are imbued with accomplishments which fit them to adorn whatever station they may be called to fill, and at the same time are taught those durable branches of knowledge which place them above the fickleness of fortune and the vicissitudes of life.

We give a summary of the number of Schools, Teachers, Pay Scholars, Free Scholars, and the number on the roll October 31st, 1872, with the average attendance and number of different pupils in the various Public Schools of Baltimore City during the year.

GRADES.	No. of Schools.	No. of Teachers.	No. of Pay Pupils.	No. of Free Pupils.	On Roll October 31, 1872.	Average Attendance.	No. of Pupils in School during the year.
Baltimore City College,	1	10	317	23	340	314	502
Eastern Female High School,	1	11	297	67	364	320	486
Western " " "	1	12	379	49	428	384	565
Male Grammar,	18	98	2,378	1,467	3,845	3,194	5,918
Female "	19	102	2,535	1,711	4,246	3,437	6,390
Male, (unclassified)	1	5	169	63	232	184	351
Female, "	1	6	187	110	297	232	404
Male Primary,	28	142	2,081	4,387	6,468	4,840	9,756
Female "	31	146	2,312	4,390	6,702	5,042	10,286
Evening Schools, Male,	6	20	12	712	724	445	724
" " Female,	1	1		29	29	18	29
Day Schools, (Colored)	10	41	603	1,567	2,170	1,487	3,977
Evening Schools, "	4	13	316	214	530	362	530
Music Teachers,		4					
Drawing "		4					
	122	614	11,586	14,789	26,375	20,259	39,918

The promotions during the year were to the Grammar Schools 486, and to Primary Schools 2,401; making a total of 2,887. Total number in School during the year 37,031.

Besides the Public Schools, there are "Institutes" for the education of females, supervised and conducted by ladies whose very names are synonymes for all that is lovely and refined in private life, where girls are taught by precept and example the beauties and delights of the home-circle, and are fitted for that condition which has been so aptly styled "unspotted faith and comely womanhood."

The "Normal School," for the education of teachers, is a branch of our Public School system, and has been found very advantageous in the production of proficient instructors. We would like to dwell more circumstantially upon the really admirable features of this system, but our space is limited.

PEABODY INSTITUTE.

As a natural auxiliary to the above, we come to those institutions which have been founded through the munificence of some, and the public spirit of others of our citizens. Among these "The Peabody Institute" stands pre-eminent, both because of the bountiful nature of the benefaction, and the truly sublime character of the Donor. The aim of Mr. Peabody in the construction of the Peabody Institute has been but partially understood by many of our citizens. He was as wise as he was munificent. He had arisen from the humblest walks of life to affluence, and almost princely power. The sordidness usually

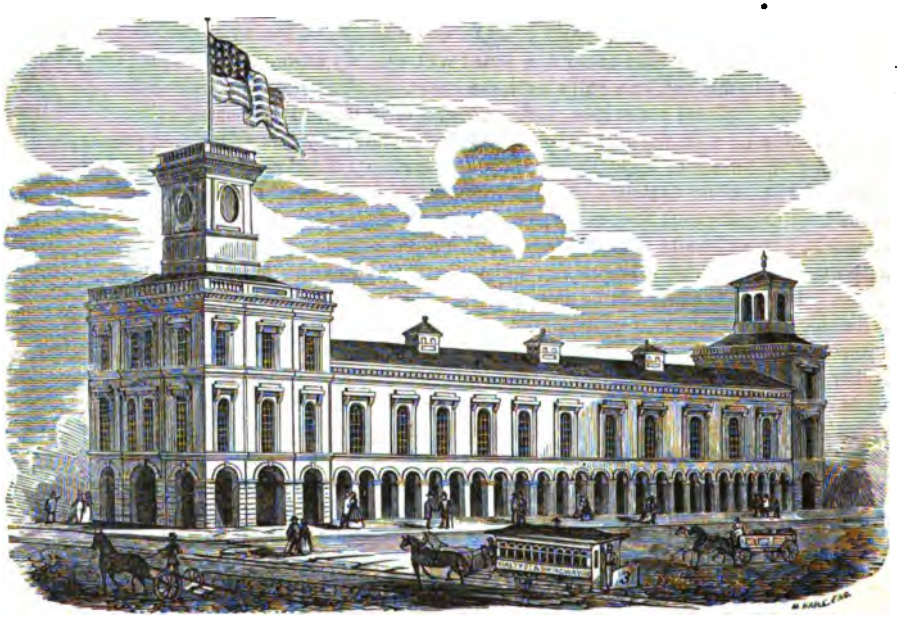
begotten of wealth, and the arrogance which attends the acquisition of power, found no lodging place in his great soul. His love for mankind, which was circumscribed neither by race nor nationality, and his sound judgment, springing from a series of successful commercial transactions, in which neither avarice nor dishonesty played a part, taught him that there were strata in the human race which must be separately treated—that "what was one man's meat was another's poison"—that efforts to contribute to the advancement of all classes of people by the same means, were likely to result in the rending of the ties which bind classes to each other, and would ultimately convert what was intended as a blessing into an occasion of dissension and strife. Such certainly were the sentiments which actuated him in bestowing upon Baltimore the munificent Institute which now crowns the summit of her most beautiful thoroughfare. He never intended it to be *popular*. The directions given by Mr. Peabody for the selection of a Library, for the creation of the Academy of Music, for the interior governance of the Institute, all point conclusively to the fact that he had in his mind's eye the elevation of the great middle class of people, the safeguard of every enlightened government on earth. Aristocracy was as far removed from his thoughts as was its antipode. The former is supposed, through its wealth and influence, to be able to take care of itself, and if at all desirous of soaring to the empyrean in art, science, or literature, a visit to foreign lands will quickly assure the gratification of such a taste; the latter class, except in extreme cases, develops no such inclination. Abject poverty, undisciplined tastes and passions, and utterly uncultivated minds, do not prepare people to wrestle with the higher branches of education, any more than does preaching fit a man for soldiering, or ploughing qualify him for the judicial ermine.

The poorest classes of the people are provided with ample instruction for whatever course in life they propose to follow, and generally, they seek just so much as will enable them to pursue it. Occasionally some youth more ambitious than the rest, or more richly endowed with qualities which win, breaks through all obstacles, and outstrips his fellows in the race of life. There is nothing in this country to stay his progress. It is as republican in tone, as democratic in form. Class distinctions are of the slightest character—a helping hand is immediately extended to such an one, and he at once passed from the lowest stratum, to a higher place in society. Then can he avail himself of the advantages which "The Peabody" holds out to every citizen of Baltimore. Mr. Peabody had experienced just such a transmutation. From humble life, by regular gradations he had reached the highest social and financial position. His mind closely analytic with reference to his fellow-creatures, and wonderfully clear-sighted, wrought out for their benefit, schemes in different portions of the world perfectly consistent with their wants in those localities.

In London, where thousands of the poor perish annually from starvation, he devoted a princely fortune to the amelioration of their condition. In America, where it was required, he bestowed a similar amount; but as has been said above Mr. Peabody was as far-seeing as he was benevolent. America was the land of his nativity. He loved her, as only her sons can love who have spent many of their days in a foreign land—when he returned to her shores, after a lengthened absence, he saw many things to admire; but one element was lacking which he had learned during his European experience, to consider essential to a nation's advancement. That solid system of education fostered by a thousand years of aristocratic and kingly rule in England, and on the continent, was nowhere to be discerned. With scarcely an exception, the institutions of learning in the United States actually left off where the Universities of Great Britain and Europe commenced. The whole American people were subject to a system of semi-education, which might serve for the present the spirit of money-making inordinately developed among us, but which would in the future, totally unfit men for grappling with the great problems that might arise when teeming millions would swarm where thousands now imagined themselves crowded. Imagination to, ideality, what was known to the Greeks as "the beautiful," which makes up one-half, and far the better half of human life, was in danger of being forgotten. No school of Art

that deserved the name existed. To provide for such an anomalous state of society, and to direct the American mind to the contemplation of all that is grand and beautiful in life, he determined to found institutions in different parts of America, through which, by libraries of the first excellence, the diffusion of the principles of science, the illustration of the nobler efforts of art, and the gradual education of the popular taste for the sublimer masters in music, the Americans would ultimately come to learn and appreciate the advantages of thorough, solid education as well as their neighbors across the water. His own declarations, his own instructions, and the institutions which have arisen under his far-seeing beneficence, tell us that such must have been his idea, and can there be a grander?

Mr. Peabody amid the multitudinous cares of a splendid mercantile and financial career, ever turned to Baltimore his adopted home and the scene of his early business successes. When released from the restraints and anxieties of commercial life he repaired hither, and selecting men of the most exalted tone in our city, he placed in their hands his princely donation, with the most ample instructions for its disposal. A massive marble structure has arisen near the base of the Washington Monument. A more appropriate place could



MARYLAND INSTITUTE.

scarcely have been selected. Both structures commemorate men who towered above their generations, and who alike conferred incalculable benefits upon the American people. Mr. Peabody lived to see the completion of a portion of the Institute, and its practical operation. Already have those, whose education and tastes were sufficiently advanced, received great and enduring benefits from the Peabody Institute, and its influence is being rapidly extended through our city. All institutions must grow, but more especially is this the case with one whose noble aim peers so far into the future. To cultivate and elevate the tastes and understandings of the people of Baltimore, was not the only object of George Peabody—his prophetic soul looked far beyond that—he knew that Baltimore was destined to become a great city, about which would radiate thousands of satellites. It was to extend to all these dependencies of the future, the benefits which Baltimoreans may at present derive from his splendid donations. That his hopes will be realized there can be no doubt.

We now come to the "Maryland Institute for the promotion of the Mechanic Arts." About twenty-five years ago a number of public-spirited citizens perceiving the want of some institution for the instruction and improvement of the masses in our city secured from the Legislature a charter. The institution was immediately organized under the name

EUTAW PLACE BAPTIST CHURCH.

given above. Its subsequent success is a matter of notoriety to our citizens. It is essentially a popular Institute, and supplies exactly the need in our city for which the Peabody was not designed. Its course of popular and scientific lectures, meets just such longings as

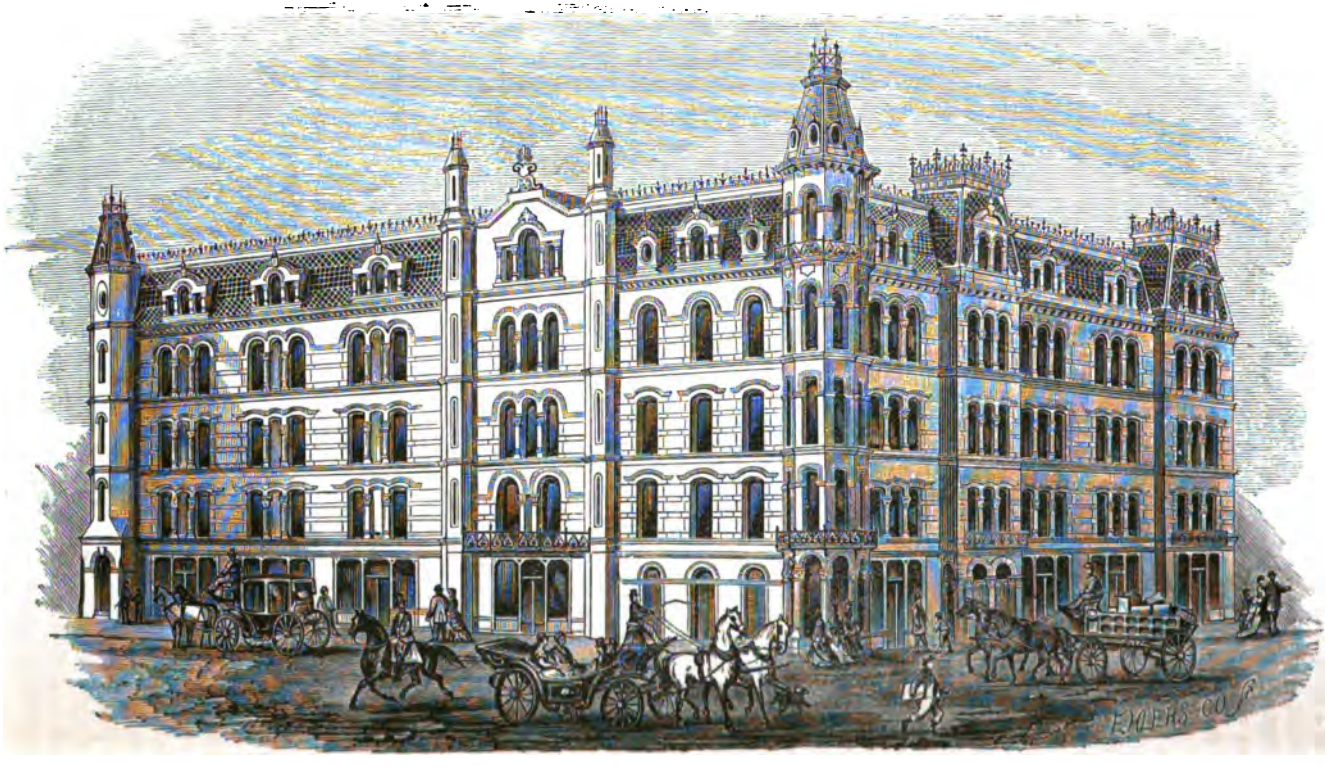
the great masses of the people are likely to feel, while the lectures at the Peabody are intended for those much further advanced on the road to knowledge; in fact, for the few who have the energy and will to penetrate the arcana of nature, and pluck from her all that man has yet been able to unearth of her secrets. The course of lectures at the Maryland Institute has been for years, one of the most attractive features of our city. The greatest care is exercised in the selection of the lecturers, and no expense spared to make the course entertaining and instructive. The Institute contains a large circulating library with quite a number of valuable books, and very excellent selections from the popular literature of the day. Here again we see the contrast between the two institutions, and how admirably, in their respective spheres, they minister to the necessities of our city. The Library of the Peabody is for reference. It was so intended by its founder. The most costly volumes, compiled by the great Academies of Europe through royal bounty, are to be found on its shelves. When the student has exhausted the resources of the Maryland Institute and acquired a fondness for study, and a thirst for knowledge through the avenues it so generously creates, he can betake himself to the Peabody, and he will find the one the complement of the other. The various schools of the Maryland Institute, conducted upon a scale of liberality which places them within the reach of the poorest and most humble student, are provided with a corps of competent professors. Pupils are well-grounded in all the elements of education, and fitted to strive for that higher sphere of intellectual cultivation which Mr. Peabody so eagerly hoped our countrymen would reach in the near future. In addition to these features, an annual Exhibition is opened in the Institute Hall generally in October. These Exhibitions are very attractive, collecting as they do specimens of the handi-work and ingenuity of the inhabitants of different sections of the United States; and there are usually offered to the inspection of the public, choice and varied specimens of the Fine and Useful Arts. Many thousands of our citizens, young and old, have availed themselves of its advantages, and the benefits that Baltimore has derived from its establishment are inestimable.

About thirty years ago a number of gentlemen met together in the old Postoffice Building to organize an association for the purpose of "collecting, preserving and diffusing information relating to the Civil, Natural and Literary History of the State of Maryland, and American History and Biography generally." A charter was obtained from the State Legislature in 1845, and the association organized under the title of the "Maryland Historical Society." The Athenæum, a substantial building at the corner of St. Paul and Saratoga streets, was completed in 1848 at an expense of $45,000, and presented to this Society by the citizens of Baltimore. The progress of the Association has been slow but steady. The nucleus of seventeen, has enlarged to upwards of four hundred members, embracing many of the most prominent and distinguished merchants and professional men of the city.

The library of the society has increased to sixteen thousand volumes, many of them rare and valuable; while the collection of Maps, Coins, Medals, Manuscripts, Charts &c. is very large, and in point of excellence not inferior to any similar accumulation in this country.

The Mercantile Library Association was organized in 1839, by the merchants' clerks of Baltimore. In 1848, the Association obtained a perpetual lease of the lower floor of the Athenæum building, and since that time the success of the enterprise has not been debateable. The Library has rapidly increased and has become a feature in our city. It is circulating in its character, and all classes of our citizens, ladies as well as gentlemen are permitted to enjoy its privileges upon payment of the necessary dues. Proper care is exercised in the selection of books, and only those are placed upon the shelves which are likely to elevate the tone, or encourage the literary taste of the reader. A reading-room is attached to the library, which is always abundantly supplied with the latest journals, and most popular periodicals.

John McDonogh, a native of Baltimore, but for many years a resident of New Orleans, died in 1850 in the latter city, leaving a very large fortune to Baltimore and New Orleans.



YOUNG MEN'S CHRISTIAN ASSOCIATION BUILDING.

for the education of poor children. The will of Mr. McDonogh was contested and for a number of years a legal war was waged which threatened to engulph the whole estate, and which did consume a large portion of the money intended for charitable purposes. The contest was at length decided in favor of the two cities, and in the division of the property Baltimore received about $800,000. The intention of the donor was to establish a School-Farm, where children were to be instructed in the Christian religion, a plain English education, music, and the art of husbandry or farming. The Trustees, who have charge of the fund have purchased a farm of eight hundred and thirty-three acres of land in Baltimore County, about ten miles from the city, and purpose erecting thereon an institution with all the necessary improvements to carry out the views of Mr. McDonogh. The school will begin with one hundred pupils, and with a fund of $700,000 the interest from which will be amply sufficient to cover all expenses.

We now propose to notice briefly the Societies and Associations in our city that are devoted to the relief of suffering humanity.

"God loves a cheerful giver"—so do the poor. We know of nothing more refreshing than the genial smile of benevolence playing over the countenance of a silver-haired grandfather who has battled with the world for three-quarters of a century. If after contemplating all the meannesses, the frauds, the deceptions, the disappointments of his own life, he can smilingly put his hand in his pocket and draw forth from its recesses with real pleasure the wherewithal for the comfort of those less fortunate, that man is simply sublime, and his name is written in letters more lasting than bronze. Charity, which vaunteth itself and is puffed up, the noisy demonstrative counterfeit of the genuine article, is as abundant in Baltimore as elsewhere, but for true beneficence our city has no superior.

We will premise first that a street beggar is a rarity in Baltimore. Many things have conduced to this result,—the utter absence of tenement-houses, with their squalid wretchedness,—the fact that prior to the war the bulk of the poorer classes consisted of negroes, and these were cared for by their masters,—the ample provision made by the city for this class of our population,—but above all, the genuine spirit of benevolence which pervades every avenue of our city, and gushes out regardless of race, sect or condition of life. Almost every church in Baltimore has attached to it an eleemosynary association of some description, and the vast majority of well to do and reputable citizens are connected with one or more of the organizations for the relief of suffering humanity. Among those that deserve special mention is the "Association for the Improvement of the Condition of the Poor." Enrolled on its books are the names of the most prominent of our citizens. Its system, as far as we know, is peculiar to Baltimore. No imposing structure arises ostentatiously to point to the spot from whence the good works spring, but a back office in a building on a by no means conspicuous street, is all that the Society can call their own. The object of the Association is not to assist paupers, but to discourage vagrancy and street begging as much as possible. As was said above, the city provides abundant refuge for those who are unable to care for themselves, and however much the Association might desire to give aid in this way, their limited resources would render it impossible. Their aim is to help worthy persons to help themselves. Large communities swarm with individuals, and even families, thoroughly worthy, whose daily lives are martyrdoms. They struggle honestly, earnestly and industriously, but either owing to misdirected efforts, or causes that neither economists nor philosophers have yet been able to explain, they go down in the strife.

Frequently the heads of families are stricken down in the midst of their usefulness, and helpless women and children are thrown upon the community without the means of obtaining bread, or the worldly wisdom necessary to acquire those means,—business men by a series of luckless operations are overwhelmed and paralyzed for the time being by the very force of their misfortunes,—young men with situations which give them a bare support are overtaken by disease,—a disastrous fire may sweep away the accumulations of

years,—in all of these cases the parties would be too proud or too manly to become a burden on the city, but a little help, the slightest in the world, extended at the proper moment, will bridge over the chasm in their lives, and enable them to continue honorable and useful members of society. To this portion of our population the services of the Association have been unremitting. Quietly, on the principle that the right hand should not know what the left is doing, have the officers and agents moved through the city on their errand of mercy,

"To the alleys and lanes, where misfortune and guilt,
"Their children have gathered, their city have built,
"Where hunger and vice, like twin beasts of prey,
"Have hunted their victims to gloom and despair.

* * * * *

"To the garret, where wretches, the young and the old,
"Half-starved and half-naked, lie crouched from the cold."

* * * * *

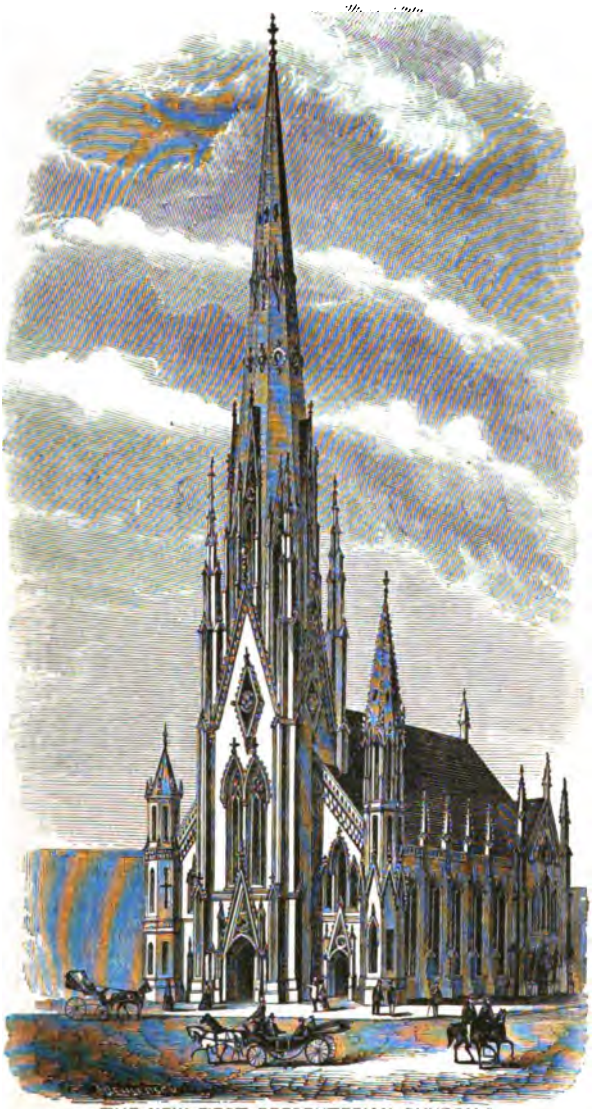
No portion of the city has been neglected in their visitations, and an especial feature we think of our community, ladies refined, delicate, daintily dressed, as ministering angels, follow in the footsteps of these Good Samaritans, and the dark dens of wretchedness—for such there must be in every large city—are not seldom illumined by their gentle presence. As we have dwelt at considerable length upon the above organization, we are compelled to enumerate the other minor charitable institutions without comment. They are as follows: "Henry Watson Children's Aid Society," "Boys' Home," "Manual Labor School," "House of Industry," "Home for Girls," "St. Paul's Boys' Home," "Industrial School for Girls," "St. Mary's Industrial School," "German Orphan Asylum," "Union Orphan Asylum," "Baltimore Orphan Asylum," "Colored Orphan Asylum," "Christ Church Orphan Asylum," "St. Mary's Orphan Asylum," "St. Vincent's Orphan Asylum,"

"THE HOMELESS BOY."

"St. Patrick's Orphan Asylum," "Hebrew Orphan Asylum," "St. Peter's Orphan Asylum," "St. Francis Orphan Asylum," "St. Anthony's Orphan Asylum," "St. Paul's Orphan Asylum," "Aged Men's Home," "Aged Women's Home," "Home of the Friendless," "House of the Good Shepherd," "Church Home," "Protestant Infirmary," "Lombard Street Infirmary," "Washington University Hospital," "The Home,"

THE OLD FIRST PRESBYTERIAN CHURCH, BUILT IN 1791.

"St. Joseph's German Hospital," "Young Catholic Friends' Society," "Sabbath Association," "St. Joseph's School of Industry," "St. Vincent's Infant Asylum," "St. Agnes' Hospital," "Asylum of the Little Sisters of the Poor," "Conferences of St. Vincent de Paul," "Confraternity of St. Peter," "McKim Free School," "Colvin Institute," "Prisoners Aid Association," "Young Men's Christian Association," "Young Women's Christian Association," and eight Dispensaries which distribute medicines gratuitously to the poor. The above are all imbued with the same spirit of homely charity as that association of which we have spoken at length. They realize the truth of the adage, that "charity begins at home," and they find an inexhaustible field for the display of their energies. To say that Baltimore has reaped incalculable benefits from their exertions, and that the conspicuous lack of real poverty in our midst is mainly due to them, is but a feeble expression of the work they have accomplished.



THE NEW FIRST PRESBYTERIAN CHURCH.*

A magnificent edifice has been dedicated to the poor by our City Fathers on the eastern limits of the city. The building entitled "Bay View" because of the expansive view it affords of the Chesapeake Bay and the surrounding country, is spacious, commodious, and from its inner comforts, and the adoption of all modern improvements more suggestive of the ample means of some nabob who has retired from the cares of life upon a princely income, than of the home of the forlorn and helpless vagabonds which the seething cauldron of city life casts to the surface. It was built at a cost of $500,000 and is surrounded by grounds containing forty-six acres of land, from whence all the vegetables indigenous to this portion of the globe, can be had in quantities to insure an unfailing supply to the occupants.

* Height of Towers, 78, 128 and 268 feet.

Immediately outside of the western boundaries of our city is located another monument of the energy of some of our citizens, and those who administered the affairs of the corporation in times agone. This is the House of Refuge, for the reformation of boys who, like Topsy, "never had no mother, but growed," or whose parents after a series of years of unsuccessful training have pronounced them *incorrigible*, and have turned them over to the tender mercies of those who recognize no such word in their vocabulary. For years this asylum was tolerably well supplied with inmates, but the establishment of the "Boys' Home," and kindred institutions, has materially retarded the growth of these embryotic felons, and it is to be hoped that the rapid enlargement in the future of their sphere of usefulness will leave the House of Refuge without occupants.

The nations of antiquity were divided as to their policy for disposing of those afflicted with constitutional infirmities. While some maintained the doctrine that those who, by reason of the loss of one or more of the senses, or because of physical deformity, could not contribute towards the support of the State, should be summarily slaughtered; others upheld the less revolting but almost equally absurd theory, that this class were divinities or demi-gods, and should be worshipped accordingly. The insane, the idiotic, the blind, the deaf and dumb, were in some communities immediately put to death, while in others their mad prattle or incoherent mutterings were unhesitatingly adopted as oracles upon which depended the fate of empires. Though perhaps it is quite as impossible now to "minister to a mind diseased" as in the days of yore, it must be confessed that the moderns in their appreciation of this unfortunate class are far ahead of the ancients.

Every enlightened community regards them as the wards of the nation, an outgrowth it may be of the sins of the people, but nevertheless irresponsible for their misfortunes, and to be cared for with the utmost kindness and tenderness, as does a parent for an afflicted child. Some of the finest edifices in our country, imposing in design, artistic in structure and splendidly finished, attest the consideration which our people evince toward this phase of suffering humanity.

The State of Maryland has vied with private benevolence in her efforts to provide for the afflicted, and the result has been the erection of Asylums magnificent in point of architectural finish, and embracing in their management all the best features that the extensive experience of the nineteenth century can furnish. Nineteen years ago a project was set on foot which had for its object the erection of an Insane Asylum. A number of citizens banded together and raised an amount sufficient to purchase one hundred and thirty-six acres of land on the road leading from Baltimore to Catonsville. This property was donated to the State, on condition that an Asylum should be erected for the insane

Successive legislatures appropriated about $750,000 for this purpose and the result has been the "Spring Grove Asylum," an institution complete in all its appointments, with capacity for three hundred patients, and which is equal in every respect to any similar establishment in this or any other country.

Moses Sheppard, descended from a Quaker family and a member of that persuasion himself, died in this city in 1857, after having amassed by industry and frugality, a very considerable fortune. Mr. Sheppard, early in life was horrified at sight of the treatment extended to insane paupers in our almshouses and jails. Men and women were crowded into narrow cells, stripped of every comfort, chained to the floor or braced to the miserable apologies for beds and literally suffered to wallow in filth. Their coarse and insufficient food was grudgingly meted out to them, and scantily clad they were exhibited like wild beasts to the morbid gaze of those whose gorge did not revolt at the spectacle. Many whose mild maladies might have been cured by timely and proper treatment, were transformed into raving maniacs, and instances were not rare of patients tortured to death by the use of the scourge or the lack of decent food. They were treated as though they were incarcerated for heinous crimes rather than confined as a security to themselves, with the hope of ameliorating their condition. This system was long in vogue in many sections of

this country. Custom had deadened the sensibilities of the public, and its very antiquity was a sufficient excuse for its brutality.

That we have been emancipated from this frightful incubus, that we have awakened to a proper appreciation of this unfortunate class of people, and that the insane from all parts of our State can now, within a stone's throw of Baltimore, receive the best attention and treatment that skill or experience can suggest, is due to the munificence and energy of such men as Moses Sheppard. For many years this subject was the leading idea of his life. He surrounded himself with plans, examined carefully the designs of the most prominent Asylums in the country, and studied the various systems adopted for the

HEBREW HOSPITAL.

treatment of lunatics. Before his death he had matured a scheme for an Insane Asylum somewhat novel in its character, and it is to be presumed, from the care bestowed upon its creation, the best that has yet been devised.

Six hundred thousand dollars were donated by Mr. Sheppard for the erection and maintenance of the institution. The money was prudently invested, and has since that time with the property acquired increased to $1,000,000.

Three hundred and seventy-seven acres of land have been purchased within six miles of Baltimore, with an outlet both upon Charles Street Avenue and the York

Road. The land is beautifully located in one of the most picturesque sections of our State, and in the hands of the landscape-gardener is destined to become a most exquisite addition to the natural ornaments which surround our city. The building is in course of erection, the annual income from the endowment furnishing the funds for its construction. The style of architecture is Elizabethan. When completed it will have no superior on this continent for beauty of design, or substantial comfort to those who will be its occupants.

The patients are to be selected by the Trustees, according to their best judgment,—and as the establishment is mainly designed for a curative Hospital, care must necessarily be taken to open its doors principally to those whose types of insanity are such as hold out hopes of ultimate recovery. The charges for maintenance of patients are to be regulated by the ability of themselves or their relatives to pay their expenses; if utterly unable, the charges will be remitted altogether.

"Mount Hope," in the Northwestern suburbs of the City, has long been celebrated for its treatment of insane patients. The accommodations of the institution are ample, while the beautiful grounds by which it is surrounded must, if anything can, produce a soothing effect upon the terrible maladies of those who saunter through its avenues or rest under the peaceful shadows of the foliage, so near to the whirl and bustle of the busy city, and yet so entirely separated from its life and passions.

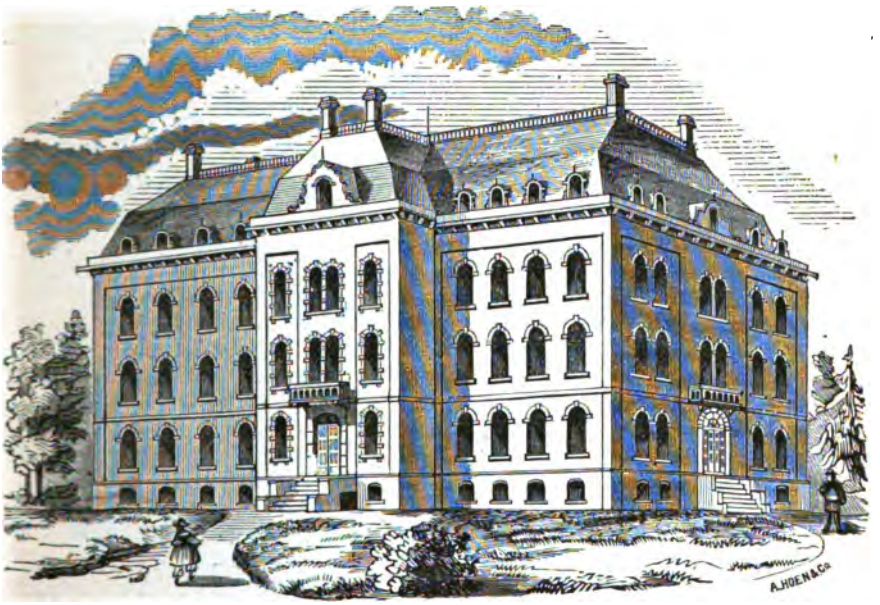
It will thus be seen that through State aid and private charity and enterprise, those bereft of reason in our midst have been most lavishly provided with homes.

Closely allied to the above, are the institutions for the cure of inebriates. The opinion has rapidly gained ground during the past few years that drunkenness, like insanity, consumption and a host of other maladies is constitutional or inheritable. Whether this be so or not it is unnecessary here to inquire. Philanthropists have been awakened to the necessity of placing a check upon this frightful scourge. Whether proceeding from the painful weakness of human nature, or the reckless carelessness which has almost become a feature of modern life, the results of drunkenness are the same upon the public weal, and society to save itself has been forced to seek the best method of preventing it. Inebriate Asylums have been established in different parts of the country, and Baltimore has not been behindhand. A number of benevolent persons founded a few years ago, an Asylum in the Western part of Baltimore, and Mount Hope Retreat, about six miles from the City, has a distinct department reserved for the restoration of inebriates. It may seem quixotic to direct benevolence to this channel, but when we consider that the majority of diseases are directly or indirectly the result of violations of the plainest principles of nature, and that by far the greater number of crimes may be traced to the improper use of spirituous liquors, the question assumes another aspect. Instances are not rare of poor besotted wretches rescued from the gutter and taken to these retreats, limp, quivering with horror and bearing about them but the semblance of manhood with its noble attributes, its god-like qualities nearly dead. Kind words, gentle nursing, soothing remedies have restored the relaxed muscles, and given tone to the broken spirit, and a few weeks have sufficed to effect a radical cure. Many a valuable life has been saved, many a useful citizen restored to society through their influence.

The maimed, the halt, and the blind have been equally the objects of solicitude in our City and State. The "Deaf and Dumb Asylum" established by the State in the city of Frederick, is an enduring memorial of her consideration for all classes of her citizens. In addition to the substantial and handsome edifice erected for their comfort, the institution has been supplied with a corps of competent instructors, who educate the unfortunate children confided to their care as far as their sad deprivations will permit, and the proficiency attained by the pupils in all branches of knowledge is truly wonderful when we consider the obstacles against which they have to contend. An Asylum has been established on Broadway, in this City, for the care and education of colored deaf mutes.

The Maryland Institution for the Instruction of the Blind, located on North Avenue, in this City, was incorporated in 1853, through the efforts of several benevolent citizens. The present building, constructed of Baltimore County Marble at a cost of $145,000—is beautifully located and can accomodate all who are likely to apply for admission for years to come. Those who are able to pay are expected to do so, but the indigent are received and educated at the expense of the State.

Mr. Thomas Kelso, a native of Ireland, but for eighty-two years a citizen of Baltimore, has been long known in our city as a benevolent and philanthropic gentleman. His many donations to charitable purposes, and the princely aid he has given to churches would of themselves entitle him to special notice. Age has not dimmed that spark of humanity which shone with such lustre in days of yore, nor has experience tempered its brightness. Eighty-nine years of life have but intensified his love for his fellow beings. Within a few weeks he has purchased a house and lot for a Methodist Episcopal Orphan Asylum, and



BLIND ASYLUM.

has endowed it with one hundred thousand dollars. Thus in the evening of his days he is enabled to contemplate the practical workings of his many charities, and to behold this crowning memorial which will number him among the benefactors of mankind.

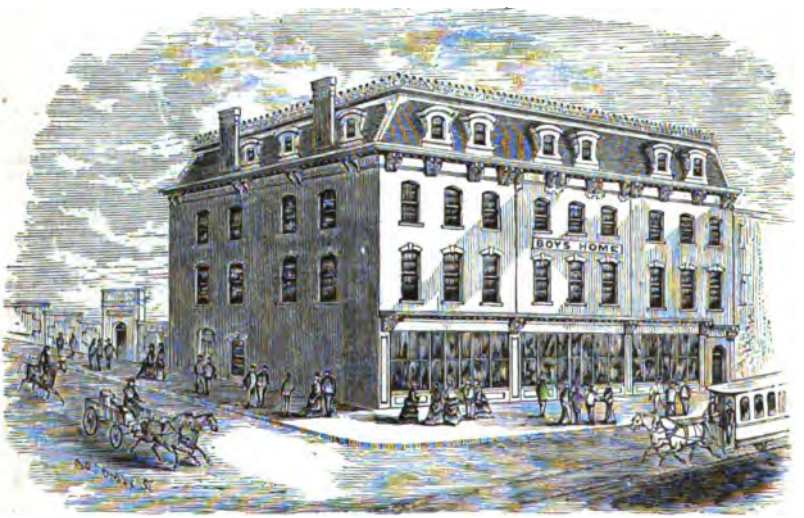
Samuel Ready, a native of Baltimore County, but for many years a lumber-dealer in our City, left at his death $400,000, for the establishment of an Asylum for Female Orphans. Early in life his attention was attracted to those pitiful waifs who stray into lumber-yards, and earn a precarious livelihood by the pickings and frequently, stealings they may gather thence.

He was painfully aware of the manifold temptations to which they are exposed and the aim of his existence appears to have been, by rigid economy and close application to business, to set apart a sufficient sum to provide these little creatures with a shelter and home.

Mr. Johns Hopkins, a gentleman thoroughly identified with the interests of Baltimore, and one of her wealthiest and most influential citizens, has determined to establish a

series of charities which for munificence and scope, will exceed any heretofore instituted by any one person in America. Mr. Hopkins is of an old and highly respectable Quaker family from the adjoining county of Anne Arundel, and came to Baltimore in 1812, and entered upon a mercantile career which by his sagacity, frugality and energy, has developed into a success unexampled in the history of the City. While amassing a fortune, colossal in its dimensions, he has kept steadily in view the prosperity and advancement of Baltimore, and has contributed greatly to the improvement of the City by fostering her commercial interests, erecting solid and substantial edifices for her increasing trade, and extending timely and judicious aid to her young and enterprising merchants and manufacturers.

The material assistance which he granted to the Baltimore and Ohio Railroad in the hours of darkness which shrouded that corporation prior to 1857, is deserving of special mention. Mr. Hopkins endorsed the paper of the corporation to a large amount, and pledged his private fortune in support of the Company's interests. The present condition of that great work fully attests his sagacity, and to the judgment which led him to embark

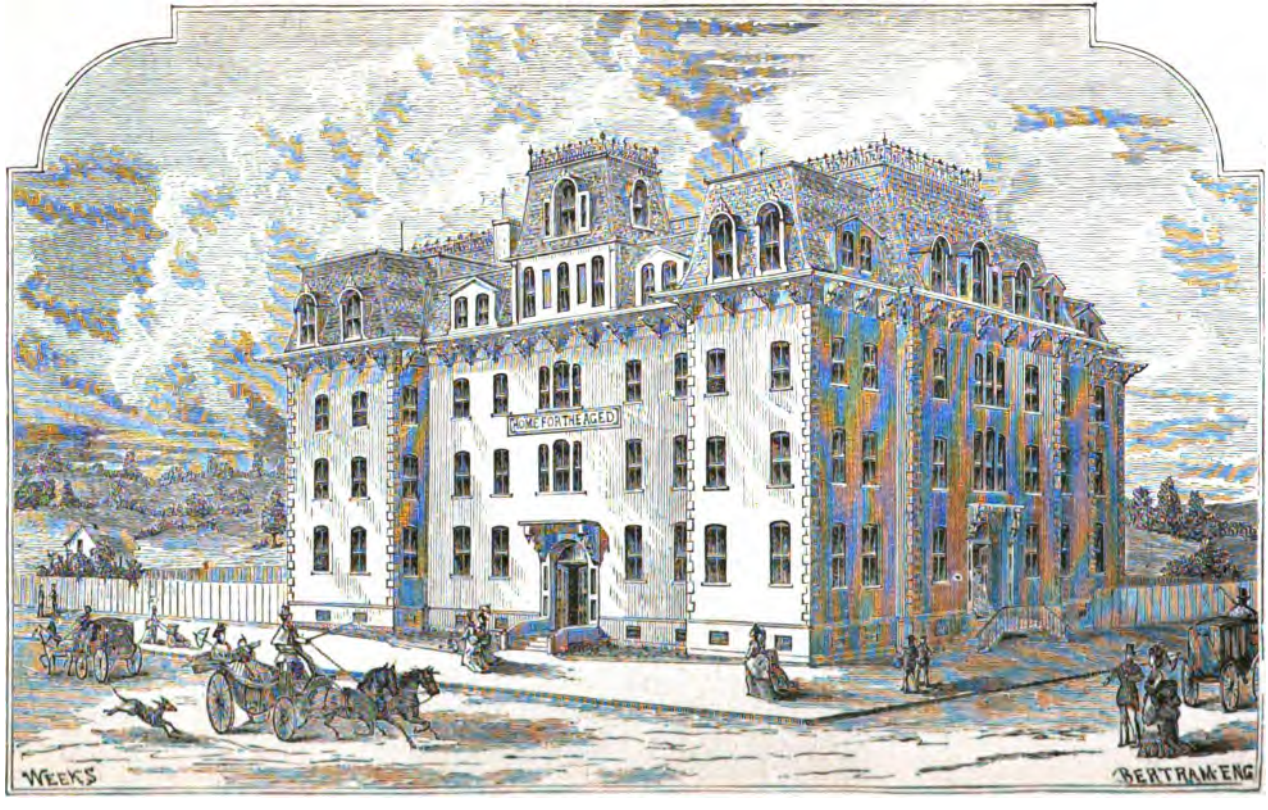


BOYS' HOME.

his capital in the fortunes of this company, is due much of the success which has attended his subsequent business career. He now proposes to crown a useful life by conferring upon the community in which he made it the perpetual benefit of much the larger portion of his great fortune.

The "Johns Hopkins University" has been organized by the appointment of trustees. They have been carefully selected by Mr. Hopkins from among the business men of the highest standing and character in Baltimore. It will be a University in fact and not merely in name—embracing in its functions the various branches necessary to thorough education, to which will be added a Botanical School on an extended scale. His magnificent and beautiful estate on the outskirts of the City, "Clifton," containing nearly four hundred acres of land, has been set apart for this purpose, and the trustees have been clothed with ample powers for the maintenance of the University in a manner which will be creditable to the City and an honor to the memory of the donor. Its endowment will be four millions of dollars.

The site of the old Maryland Hospital, fourteen acres within the City, has been purchased by Mr. Hopkins for the erection of a Hospital for the reception of all persons



HOME OF THE AGED OF THE METHODIST EPISCOPAL CHURCH, CORNER OF WEST FRANKLIN AND FULTON STREETS, BALTIMORE.

afflicted with bodily injuries or non-contagious disorders. Separate buildings will be provided for the sexes, and also for the unfortunate of different races. The services of the most skillful surgeons and physicians will be secured, and an endowment of over two millions will provide ample means for its support.

In addition to the above, Mr. Hopkins has made liberal arrangements for the erection of an asylum for the education and maintenance of about four hundred colored orphan children, which will be under the supervision of the trustees of the "Johns Hopkins Hospital."

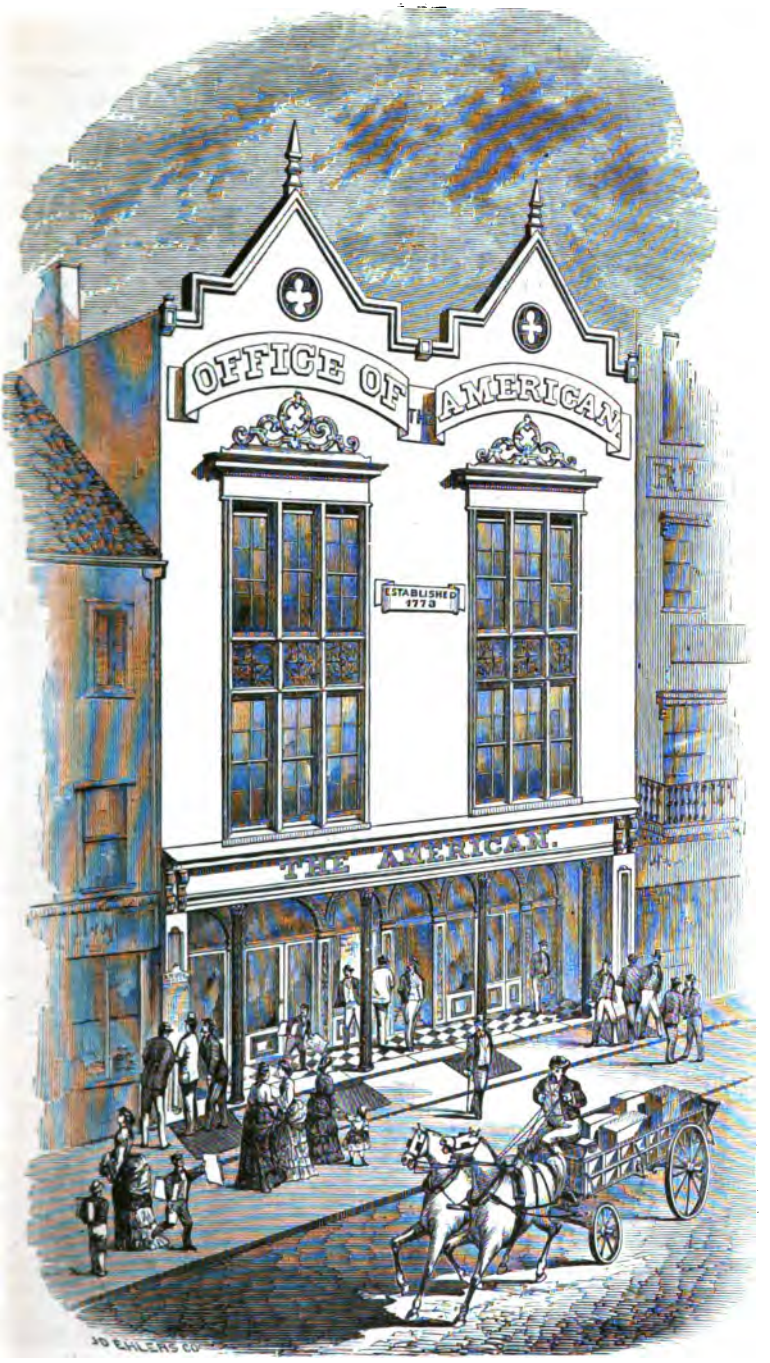
"THE PRESS" of Baltimore is peculiar. In these days when journalism may be said to be paramount, when it directs public opinion, frames legislation, prescribes the code of morality, and at the same time furnishes highly seasoned and meretricious food to palates vitiated by excess of sensation, the Press of our City is almost original. Its aim thus far has been "to hold up the mirror to nature," faithfully to portray current events as they actually occur, to exaggerate nothing, "nor set down aught in malice."

The example set by several of the great dailies of New York, of transforming the most trivial events into matters of excitement through the magic of a vivid imagination, or of relying entirely upon that wonderful faculty for striking impressions, has been extensively imitated in many of the large cities of America. Public taste thus perverted reacts upon public journals, and a morbid appetite is engendered which newspapers find it difficult to satisfy. The Press of our City has happily avoided this snare, and the public of Baltimore, by its appreciation, endorses what it considers the true vocation of journalism.

Our journalists are men of culture, education and ability, and what is of infinitely more importance, incapable of prostituting the censorship they exercise, for personal considerations. The *entente cordiale* is strictly observed between those engaged in rival enterprises, and rarely forgotten even in the ardor of a political campaign.

The history of the Press of Baltimore would be exceedingly curious and interesting, but our space will only permit a brief reference to those newspapers at present in existence, and wielding a potent influence in the community. *The Baltimore American and Commercial Advertiser* naturally heads the list, both because of its antiquity and its importance as a public journal. Away back in the annals of the City, when Baltimore was little more than a country village, and Annapolis a commercial emporium, we find mention of a Mr. William Goddard, a printer of Rhode Island, who, with the acuteness and enterprise so characteristic of his section, moved from Philadelphia, where he had for sometime resided, and on the 20th of August, 1773, established a paper in this City, entitled the *Maryland Journal and Baltimore Advertiser*. Prior to this date it was customary to receive the paper from and send advertisements to either Annapolis or Philadelphia.

It is difficult to conceive at this day that Baltimore could have been at any time so helplessly dependent upon Annapolis, that venerable connecting link between the present and the past. Goddard's paper was at first issued in weekly instalments from a house on South street, near the main thoroughfare of the City. The smouldering fires of the Revolution were being rapidly fanned into a blaze, and a feverish excitement had taken possession of the public. A better moment for beginning a newspaper enterprise could scarcely have been selected, and the old files of the paper give convincing proof of the proprietor's appreciation of the crisis. Mr. Goddard more than once during "the times that tried men's souls" displayed an indomitable perseverence in the acquisition of news so characteristic of modern journalists, but not viewed in a friendly light by our Revolutionary fathers. On several occasions he was called to account for inopportune publications, or for the freedom with which he criticised the actions of those in power, and the ardor with which he espoused the cause of Gen. Charles Lee, when that officer was suspended by the flat of a court-martial, brought about his ears the indignant protests of a number of patriotic citizens, and but for a timely recantation, which he subsequently disclaimed,



THE BALTIMORE AMERICAN BUILDING,

126 & 128 West Baltimore Street.

he would have received the coat of tar and feathers which was administered by the populace to several of his less fortunate supporters.

After the war, and during the suspension of Benjamin Franklin from the Postoffice Department, Mr. Goddard resigned the editorial chair to his sister, Miss Mary K. Goddard, and undertook the establishment of post-routes in different parts of the country. Miss Goddard was perhaps the first of her sex in America to assume the arduous duties of a journalist, but with the assistance of several gentlemen of talent and public spirit, she more than maintained the high character the paper had acquired under the management of her brother. She afterwares took charge of the local postoffice, and discharged the duties of both positions with credit to herself, and to the entire satisfaction of the great public of Baltimore, which at this period consisted of some seven or eight thousand persons.

The early files of the paper, a number of which are still preserved at the *American* office, exhibited signs of business energy and enterprise which compare very favorably with like manifestations in our city to-day. The advertising columns were well filled, and the accuracy and celerity apparent in the collection of news seem marvellous when we consider the impossibility of easy and regular communication.

These old files give a very fair picture of the customs which prevailed at that period. The announcement of a combat to take place on Laudenslager's hill, between a royal Bengal tiger and four well trained dogs, sounds rather primitive to modern readers of newspapers, and the result of the terrific struggle, the dying agonies of the royal brute, and the subsequent exhibition of his stuffed skin to the public at a shilling a head, and half price for those of tender years, is really refreshing in the light of these degenerate days, when the *fancy* are confined to the tamer amusements of cock-fighting, rat-killing and punching each others heads.

In 1798 the name of the *Maryland Journal and Baltimore Advertiser* was changed to the *American and Daily Advertiser*, and in the year 1820 to the BALTIMORE AMERICAN AND COMMERCIAL ADVERTISER, the title under which it is issued at present. The *American* during the hundred years of its life has not been exempt from the vicisitudes of fortune.—Like other papers its lines have sometimes been cast in pleasant places, and at others the reverse has been the case. Its course however has always been consistent. Bold and outspoken in its sentiments and generally enlisted on the side of good government and the true interests of Baltimore, it has become a power in the community and has aided very materially in the development and progress of our City.

In 1855, Mr. Charles C. Fulton, its present proprietor, took charge of the paper. A practical newspaper man himself he fully appreciated the fact that a public Journal to be successful must give the *news* to its readers in an attractive form and with as near an approach to accuracy as circumstances will permit. Since that time the success of the *American* has been uninterrupted As its name imports, it is an admirable commercial paper and relied upon by our merchants and business men for its able and thorough market reports and monetary articles.

The tone of the paper is temperate and the impartial bearing it has maintained upon all questions affecting the growth and development of our City and its internal management, has established for it a reputation for good sense and sound judgment, and its advice has been repeatedly sought and acted upon by the municipal authorities, even though opposed to its political teachings. The financial management of the paper since 1869 has been marked by great ability and enterprise, and has contributed measurably to its prosperity.

The publication of THE SUN, of which Mr. A. S. Abell, the original founder, is the proprietor, was begun May 17th, 1837. It was the first attempt made in this city to establish a penny-paper, and its success during the first nine months of its existence far exceeded the most sanguine hopes of its projectors. The breaking out of the Mexican war and the energy displayed by the proprietors of *The Sun* in securing the earliest intelligence from the seat of war by means of a *pony express* gave the paper an impetus which it has since then maintained, in fact, its subsequent career has been an uninterrupted success.

THE SUN IRON BUILDING,

S. E. Corner of Baltimore and South Streets,

BALTIMORE, MD.

OFFICE OF THE DAILY AND WEEKLY SUN,

THE BEST AND CHEAPEST NEWSPAPERS PUBLISHED.

Daily circulation larger than all the other city morning papers combined—consequently unrivalled as an advertising medium.

TERMS—Daily Sun, *$6 for 12 months; $3 for 6 months; $1.50 for 3 months.*
Weekly Sun, *$1.50 for 12 months; $1 for 6 months—in advance.*

A. S. ABELL & CO., PROPRIETORS.

As a public journal, giving the news in a concise but readable form, *The Sun* has no superior in the country. Sagacity and enterprise are exhibited in its management, and its editorial columns are marked by ability and sound sense. The *Sun Iron Building*, on the southeast corner of South and Baltimore streets, from whence the paper is at present issued, was the first edifice of that character erected in America. It was built entirely of iron at a time when business men generally were unwilling to try the experiment, and its usefulness and beauty have abundantly attested the discernment of Mr. Abell.

The publication of THE DAILY EXCHANGE was begun in this City on the 22d of February, 1858. The paper because of the bold stand it assumed with reference to local disorders and its manly and vigorous leaders, immediately attracted attention.

It was mainly instrumental in restoring a healthy tone to local politics, and during the first year of its existence became a power in the community.

The Exchange was suppressed by the strong arm of the military in 1861, but promptly reappeared as the MARYLAND NEWS SHEET, under which title it was published until the cessation of hostilities in 1865, when it was issued under its present name, THE BALTIMORE GAZETTE. On the 3d of May of the present year *The Gazette* partially changed hands.

Mr. CHARLES J. BAKER, a prominent merchant and manufacturer of this City, and a gentleman of no ordinary enterprise, united himself with Messrs. Welsh & Carpenter in the conduct of the paper—the latter having been connected with it from its origin. The name of Mr. Baker must be a tower of strength to any journal issued in Baltimore City. With rare business tact, large experience and ample means, he unites sterling integrity and a lofty and generous nature, whose impulses are ever enlisted for the advancement of the City and the good of the people.

The Gazette will be published hereafter in the quarto form, after the manner of the leading New York dailies. Its prospectus is admirable. "It will maintain fully and fearlessly an independent position; but whilst it will be free from all partizan trammels, it will consistently advocate and maintain Democratic principles.

It will be under the control of no cliques It will not admit the right of any one to dictate its policy. It will utter its own opinions.

It will defend the right. It will denounce wrong. It will strive to be worthy of public confidence, by correct accounts of current events, and fair discussion of public measures; by withholding scandal, as well as exposing public vices. It is pledged not to screen wrong doing in any one. Political and commercial friends will be sustained, so far as they are right. If they wish wrong palliated, or schemes of plunder and mismanagement in public affairs defended, they must seek other helpers.

Considering the growth and wealth and resources of this city, its extending commerce, its many avenues of trade, * * * *; considering its position and capability of becoming one of the largest centres of commercial and manufacturing activity in the country; considering the number and increase of its public charities, and plans of public education, we have room among its growing activities for more public journals, and especially for one of the very highest class.

In carrying out its plans it will scrutinize the management of public institutions and faithfully comment on their administration, and the capacity and uprightness of their managers. It will advocate a liberal policy for public schools; and whilst it will be a cherished aim to watch these nurseries of thought and morals for evidences of successful and conscientious administration, it will not hesitate to oppose promptly partisanship or incapacity in school boards or teachers."

With the enlargement of the size of the paper there will be a corresponding increase in the amount of reading matter, and no pains will be spared to obtain the earliest and most trustworthy news and the most interesting correspondence.

GERMAN CORRESPONDENT BUILDING,
Corner Baltimore Street and Post Office Avenue.

The above is the programme of *The Gazette* under its new auspices. The names of the gentlemen who have charge of the paper are a sufficient guarantee that it will be complied with in every respect.

This journal already wields a potent influence in the City of Baltimore and many sections of Maryland and the Southern States. That this will be measurably increased under its new direction admits of no doubt.

The emigration of Germans to our city has aided materially in its development. As a class they have been industrious, energetic and enterprising, and many of the interests, detailed minutely in another portion of this volume, owe their rise and subsequent success to their sagacity and skill. A large number of them upon reaching our shores find it difficult to master our language, and in consequence several newspapers have been established in this city which are published in the German language.

The most prominent is the GERMAN CORRESPONDENT, founded in 1840 by Col. Frederick Raine, who has been since that time, a period of nearly thirty-three years, its proprietor and chief editor. The paper began its career as a weekly journal, with a list of eighty subscribers, but, through the prudence and energy of its proprietor, in 1848 it became one of the leading dailies of our city. In 1869, the Marble Building at the southwest corner of Baltimore street and Post Office avenue, was built by Colonel Raine at a cost of $200,000, and since that time the *Correspondent* has been regularly issued from that handsome and substantial edifice. Its success is sufficient evidence of the admirable management of the paper and the ability displayed in the editorial columns has made it an influential organ among the Germans of Maryland and the neighboring States.

A number of weekly papers are published in this City, prominent among which is the BALTIMORE BULLETIN, of which *W. Mackay Laffan and S. S. Early* are proprietors.—This paper was established in 1870, and by its sprightliness, wit and common sense, soon earned for itself a popularity surpassing that of any weekly in Baltimore. It is not likely to lose its prestige in the hands of its present publishers.

Among the periodicals published the SOUTHERN MAGAZINE occupies perhaps the most conspicuous place. Its selected matter evinces taste and judgment, and the original articles which appear in its pages give evidence of ability and cultivation.

Among the weeklies and monthlies there are a number of journals devoted exclusively to religion. These are under the auspices of the different denominations and are well supported by the respective Churches, both in this City and the rural districts of this and other States.

THE MERCHANTS EXCHANGE AND NEWS ROOM has been organized for more than a half century. For the past thirty years it has been under the management and proprietorship of *Mr. George U. Porter*. Prior to the purchase by the general Government of the old Exchange Building, the reading rooms were located therein, but in 1857, they were removed to the adjoining building where they have since been located. A careful record is preserved at the Exchange News Rooms, of the marine and commercial news; telegraphic advices of the New York and Liverpool markets are received; together with files of papers from all the principal points in our own and foreign countries. The rooms are maintained at considerable expense and for support are dependent upon the annual subscriptions of the members.

The MARINE OBSERVATORY is situated on Federal Hill, overlooking the river and Chesapeake Bay to a distance of twenty miles and signaling vessels as they approach the harbor. Though entirely independent of the Exchange, it is nevertheless a valuable auxiliary.

THE BOARD OF TRADE of Baltimore, with the single exception of the New York Chamber of Commerce, is the oldest in the United States. It was organized in 1820, and in 1849 a reorganization was effected which proved highly beneficial, the Board since that time having proved itself thoroughly active and efficient. Recently, similar organizations

have been formed in nearly all the cities on the seaboard, from Portland to New Orleans, and every prominent city in the West to the Pacific coast has its Board of Trade or Chamber of Commerce, designed more especially to promote the interests of its immediate locality, but by united representation in the National Board, destined to wield much influence in shaping the commercial policy of the country. The high character of the men who compose the Board in this City have given to it a tone and strength almost peculiar to Baltimore.

The members elect annually a President, four Vice Presidents, Secretary, Treasurer, and twenty-four Directors. Stated monthly meetings are held in their rooms at the Exchange Reading Rooms for the transaction of business. The first President under the reorganization in 1849 was John C. Brune, who filled that position with credit to himself and to the satisfaction of the Board until 1862, when he was succeeded by Thomas C. Jenkins, who served three years. The lamented Albert Schumacher was then chosen President, which position he occupied until his death, on the 26th of June, 1871. Horatio L. Whitridge was selected as the successor of Mr. Schumacher and still occupies the position with B. M. Hodges, Jr., J. Hall Pleasants, Laurence Thomsen and Israel M. Parr, Vice Presidents, Edward B. Dallam, Treasurer, and George U. Porter, Secretary. Mr. Porter has filled the position of Secretary to the Board since 1849, the date of its reorganization, with great acceptability to the members.

THE BALTIMORE PRICE CURRENT AND WEEKLY JOURNAL OF COMMERCE was first issued on 29th June, 1849, by George U. Porter and Thomas W. Tobin. Prior to that period and for some years thereafter but little attention was bestowed by the daily newspapers upon commercial reports, and the need of such a publication was keenly felt by our merchants. Since the death of Mr. Tobin, in April, 1862, Mr. Porter has edited and conducted this journal, and is at present its sole proprietor.

The Price Current is a faithful index of the Baltimore markets. It is conducted with marked ability, and is accepted by our merchants and business men as the highest authority in all matters pertaining to the trade and commerce of our City.

No city in America offers a broader field than Baltimore for the development of journalistic enterprise. Those papers already established are eminently worthy of the patronage they receive, but in a city of 300,000 inhabitants there must necessarily be room for at least twice the number of journals which now occupy the field.

The moral and religious tone of our community is excellent. Though the city is not exempt from the nameless evils incident to all localities where human beings dwell together in masses, immorality does not rear its brazen front with impunity, nor does the law by its inaction encourage vice or embolden its votaries. Purity from time immemorial has been claimed as an especial virtue of the inhabitants, and our citizens have not soiled the fair fame which has come down to them as a priceless legacy from their ancestors. Baltimoreans are eminently a church-going people.

There are two hundred and four churches within the limits of the City divided among the different denominations as follows: Methodist Episcopal 46; Protestant Episcopal 30; Catholic 24; Presbyterian 18; Evangelical Lutheran 13; Baptist 10; Jewish Synagogues 9; Methodist Episcopal (South) 9; Methodist Protestant 8; United Brethren 8; African Methodists 7; Reform Church 6; Independent Methodists 2; Friends 3; Swedenborgian 3; Evangelical Association 2; Independent Church 2; and the Christian, Seamen's Union Bethel, Unitarian, and Universalists each one. Of the two hundred and four churches, seventeen are maintained by the colored population of the City. In this summary of churches none save those within the boundaries of the corporation are enumerated.

Immediately outside of the jurisdiction of the city are numerous churches and chapels, many of them constructed and maintained largely through the liberality of our citizens, which would swell the aggregate considerably. There are two hundred and thirty-seven ecclesiastics actively engaged in ministerial duties who may be classified as follows:

Catholics 61; Methodist Episcopal 43; Protestant Episcopal 44; Presbyterian 18; Evangelical Lutheran 12; Baptist 9; Methodist Protestant 9; Methodist Episcopal (South) 9; United Brethren 6; Reformed Church 6; African Methodist 5; Independent Methodist 2; Evangelical Association and Independent Church, two each; and the Christian Church,

ST. PAUL'S P. E. CHURCH.

Seamen's Union Bethel, Universalist and Unitarian, each one. The Province of Baltimore being at the head of the Catholic Hierachy in this country, the Primate of that Church in America, Archbishop Bayley, with his council, resides in this City. Bishop Whittingham, the Senior Bishop of the P. E. Diocese of Maryland, Bishop Ames of the

M. E. Church, Bishop Weaver of the United Brethren and Bishop Wayman of the African M. E. Church, also live in Baltimore.

Sunday is emphatically a day of rest in our City. Under the law, business of every description is suspended, and the citizens willingly co-operate with the authorities in the enforcement of its provisions. A stillness unbroken, save by the tinkle of the car-bells or the voices of the people as they move to and from the houses of worship, reigns through the city during the morning hours, and upon pleasant afternoons the promenades and thoroughfares are fairly alive with happy faces eager to bathe in the soft Sabbath sunlight and breathe the invigorating air which rolls up from the Chesapeake.

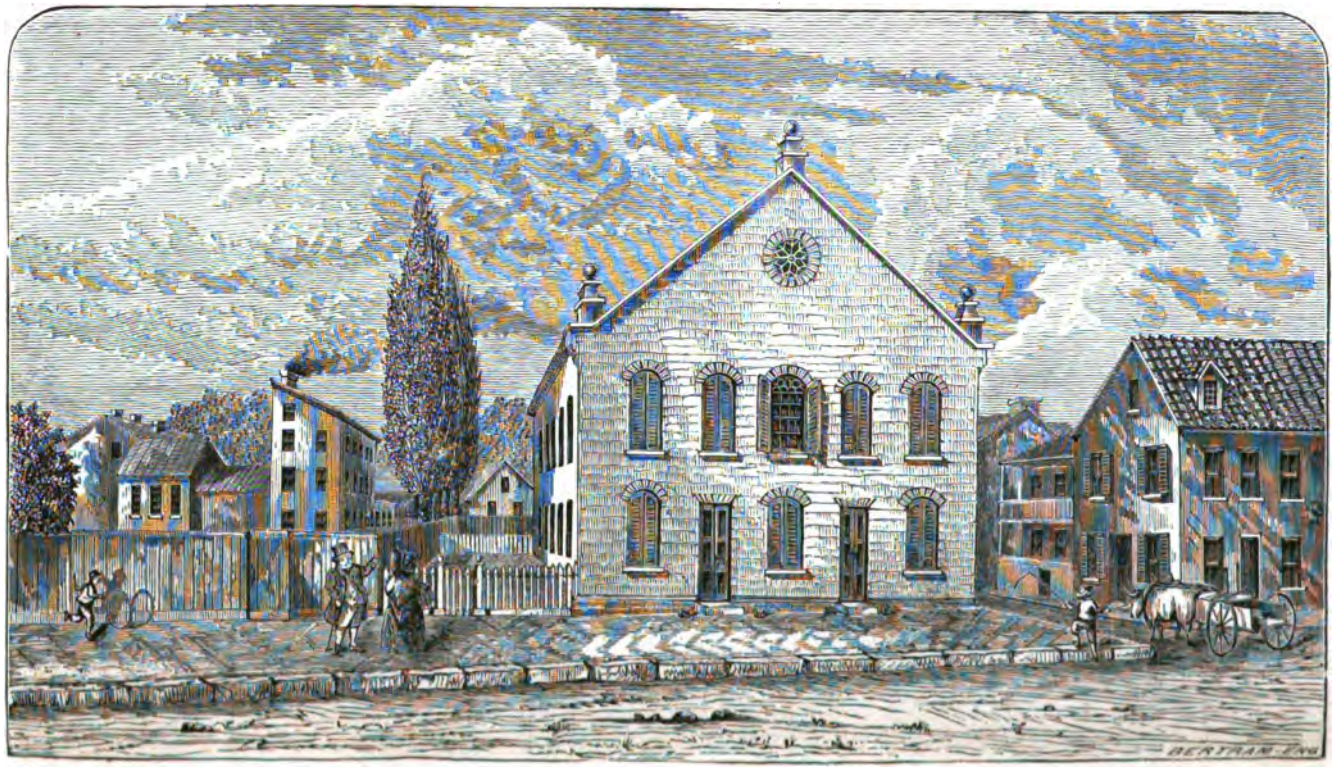
A large amount of capital has been invested in the construction of Church edifices, and many of them furnish evidences of cultivation and taste. This brings us to the consideration of another feature of our City.

The effect of its buildings upon the character of a city is not always properly appreciated. Sombreness or gaiety, lights or shadows, depend oftener than is generally supposed upon the style of ornamentation adopted in the construction of our houses; and the tastes and habits of a people may be sometimes accurately inferred from the style of ARCHITECTURE prevalent among them. Not many years ago the popular mind was completely fettered in this regard by arbitrary rules. The most tyrannical despot could not have more thoroughly bound his subjects hand and foot. The severity of Grecian models or the almost equally simple outlines of Roman architecture, formed the framework upon which were designed all public buildings, while private dwellings, with few exceptions, were constructed solely with a view to their inner convenience and comfort, and without a thought to their external adornment. Wherever these heavy styles obtained exclusively, a corresponding gravity was noticeable among the people.

The attention of Ruskin was attracted to this phase of the subject, and the efforts of that practical but exquisite thinker, coupled with the exertions of his co-workers, have effected a complete revolution in the science of architecture abroad, while the fresh and vigorous impulses of Americans have done much to emancipate them from the master they learned to serve in provincial times. The spirit which held us in Grecian and Roman bonds is rapidly giving way before the ambitious efforts of our energetic architects, and a system has grown up not referable to any particular style, but a combination of many which may be described as distinctively American.

The steady and substantial development of Baltimore has been favorable to the construction of stable and handsome public edifices. While no recognized style of architecture has been rigidly enforced, the beauties and advantages of the Grecian, Roman, Corinthian and Gothic have been adopted by our architects, and blended with more modern ideas, varied occasionally by suggestions originating with themselves. As an illustration of the advances since made in this direction we subjoin a cut of the old Light Street Methodist Episcopal Church, built in 1797. The Roman outlines of its windows scarcely relieve the primitive aspect of the building, and we turn with pride and somewhat of enthusiasm to the magnificent Gothic structure known as the Mount Vernon Place M. E. Church, and completed in 1872.

But the desire for architectural adornment manifested itself at an early period in the history of Baltimore. In 1806 the foundations of the Cathedral, the metropolitan Church of the Catholics in this country, were laid, and in 1821 it was consecrated. In thoroughness of design and substantial workmanship it has no superior in the United States. It is located at the corner of Cathedral and Mulberry Streets, an elevated portion of the City, and is an unfailing source of admiration to all who visit Baltimore. It approaches nearer the Roman style of architecture than any other, in its construction, though the architect did not permit himself to be circumscribed by the limits of a particular school. It is built in the form of a cross. The immense Dome suggesting grandeur, while the massive



THE OLD LIGHT STREET M. E. CHURCH.

pillars and towering arches are indicative of a strength and durability, calculated to defy the insidious ravages of time for many generations. The interior of the Cathedral is profusely decorated with paintings of rare merit, and its vaulted recesses by the manifold vibrations they create, have given it a national reputation for acoustic properties.

MOUNT VERNON PLACE METHODIST EPISCOPAL CHURCH.
DIXON & CARSON, ARCHITECTS, BALTIMORE.

St. Paul's Church, at the corner of Charles and Saratoga streets, a fair specimen of the Romanesque or Lombardic, by its uniqueness of design gives variety to our church architecture.

In point of beauty, exquisite finish and faithful adherence to scientific principles the First Presbyterian Church, at the corner of Madison and Park streets, stands alone. It is built in the Pointed Gothic Style, of a very richly colored freestone from the quarries of New Brunswick. The ornamentation though simple is highly wrought and the perfect symmetry and grace of its numerous spires, and in fact of every portion of the edifice will challenge comparison with any similar effort at home or abroad. The eye dwells upon its bold but comely outlines with ever increasing delight, and the citizen evinces a legitimate pride in a structure which is at once a triumph in architecture, and a memorial of the taste of Baltimoreans.

Among the churches possessing claims to notice for architectural finish may be mentioned the Independent Methodist Church at the corner of Lexington and Calhoun Streets, and the Eutaw Place Baptist Church—both of them modified specimens of Gothic Architecture.

But the spirit of improvement in the science of architecture, has not been confined to the embellishment of churches. Many of our public buildings give evidences of marked progress in this respect. The City Hall, now approaching completion in the heart of the City is a magnificent marble structure, the design of which is in accordance with the Roman style, very materially modified by modern innovations, of which the French roof is a prominent feature. The marble was obtained from the quarries near the City, and dressed in the vicinity of the building by Baltimore stone cutters. The City Hall, when finished, will be one of the handsomest and most imposing edifices in this country, and will reflect credit on our City, the materials for its construction, to the minutest item, having been obtained within the limits of the State, and the work upon it, having been done altogether by the artisans of Baltimore.

The Baltimore City Jail, a massive granite structure, Romanesque in its outlines, combines with usefulness and durability all the most attractive features of that impressive style of architecture, and may be cited as a model for the erection of prison buildings, an experience of fifteen years having demonstrated as well its security as its thorough sanitary properties.

The Masonic Temple, on Charles street, and the Young Men's Christian Association Building, to be constructed at the corner of Charles and Saratoga streets, the one of white marble, the other of pressed brick, with freestone dressings, are distinctive types of what may be termed American Architecture. Their outlines are referable to no received schools, but embrace features which resemble in some respects the leading characteristics both of Grecian and Romanesque styles, so blended with modern principles of construction and originality of design, as to puzzle the student pertinaciously bent upon adding to his classical knowledge, but none the less interesting and attractive to the general public on that account. The United States Custom House and Court House are both substantial buildings, the one located for convenience at the corner of Gay and Second streets, in the business heart of the city, and the other at the corner of Fayette and North streets, in close proximity to the offices of the members of the Bar and the State Courts of Justice.

In addition to the above there are many other public buildings of prominence, a very large number of which are built entirely of white marble, inexhaustible supplies of this material lying within easy access of the city and procurable at rates which make it specially desirable for building purposes.

Any reference to the architecture of Baltimore would be incomplete, without an allusion to the dwelling houses of her citizens. In traversing some cities, a feeling of oppressiveness steals over the traveller which he strives in vain to overcome. The streets are methodically laid out, the houses neat, regularly built, and uniform in appearance, and the stranger instinctively looks within himself for an explanation of his dullness. This feeling is easily accounted for. Nature abhors equality and similitude. This very uniformity produces a sensation of weariness. A street may be lined on either side for miles with handsome residences, but if they are of the same size, built exactly alike, with similar door-heads, windows, shutters, cornices, and roofs, the effect is necessarily monoto-

nous, and when to this is added an indefinite number of streets, counterparts of the one described above, we cease to wonder at the tiresome impression created. Baltimore is certainly as free from this fault as any city in the United States. While the streets in many portions of the city are lined with costly and elegant dwellings, there is generally sufficient variety in the mode of construction, and external adornment to attract attention and insure interest, and the numerous cottages which dot the sides of our thoroughfares especially in the sections recently built, impart a charm to the landscape which must be seen to be appreciated.

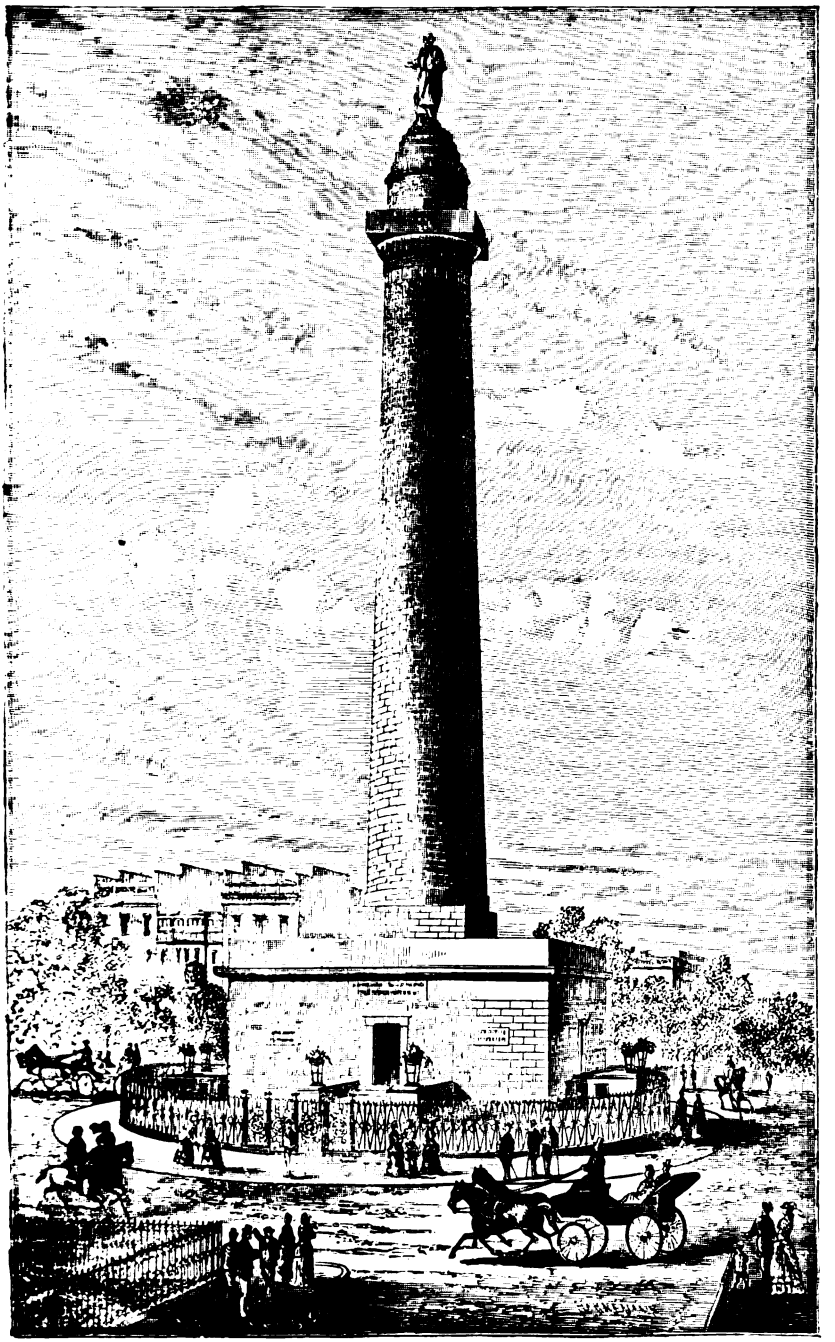
It is proverbially said that Republics are ungrateful, and the adage earns confirmation from the spectacle presented to-day in the Capital of the Country. A huge mass of marble rises out of the mud-flats on the Potomac river. Misshapen, unfinished and gradually settling in the ooze upon which its foundations are laid, it is rather a monument to the bad taste of the American people, or their representatives, and the lukewarmness with which they regard their great benefactors, than a memorial of him who was "first in peace, first in war, and first in the hearts of his countrymen." For more than twenty years the most strenuous efforts have been made by the patriotic people of the United States of both sexes to complete this marble column in honor of him whom *the world* calls great, but the shaft has scarcely risen above the foundations.

The vividness of the contrast presented by the action of our own people fairly entitles Baltimore to be styled "The Monumental City," a name by which she is known both at home and abroad, and of which she is justly proud. In 1809, while the City was yet in swaddling clothes, a number of well-known citizens were empowered by the Legislature of Maryland to erect in Baltimore a Monument to GEORGE WASHINGTON. It was to have been built upon the spot where the Battle Monument now stands, but the breaking out of the war between this country and Great Britain soon absorbed public attention, and the project was held in abeyance until hostilities had ceased. In the meantime the City had been saved from destruction by the Battle of North Point, and the heroism of those who had fallen in that memorable action was fresh in the minds of the citizens. To honor their memories appeared as natural as commendable to Baltimoreans, and the echoes of the guns had scarcely died away ere a petition was circulated by the Committee of Safety soliciting subscriptions for this purpose. All classes contributed freely, and in 1815 the "Battle Monument" was reared in the centre of the space now known as Monument Square.

This necessitated a change of location for the Washington Monument, and Col. John Eager Howard, distinguished as an officer in the Revolutionary war, and subsequently Governor of Maryland, offered the Commissioners as much land as was needed about the crest of the hill now known as Mount Vernon Place, but which was at that time covered with forest trees. In those days t was customary to make use of lotteries to secure the necessary funds for the prosecution of public enterprises, a rather questionable expedient in the light of modern ideas of morality. Churches and buildings for secular purposes were alike indebted to the blind goddess. It was thus that much of the money was raised for the completion of the Washington Monument.

The corner-stone was laid with appropriate ceremonies on the 4th of July, 1815, and the statue, representing Washington resigning his commission, was placed in position October 19th, 1829. The Monument is a graceful Doric column built of white marble. The base is 50 feet square and 24 feet high, and the column is 164 feet in height. The whole structure rises to an elevation of over 280 feet above tide-water, and from its top can be obtained a view which for beauty, variety and extent is seldom equalled.

At the base of this memorial lies the MONUMENTAL CITY, a picture, the inequalities of which are softened by the distance of the spectator, and whose attractive features are beautifully blended by its subtle enchantment,—to the south, the Patapsco rolls on to the



WASHINGTON MONUMENT.

stately Chesapeake, land-locked and obstructed by many a rudely jutting point from the adjacent County of Anne Arundel, or the low-browed shores on the opposite side,—to the west, the hills, gathering strength as they recede, rise one above another until a lofty spur of the Blue Ridge marks the horizon, and its azure lines shut out the scene beyond,—to the north and east the beautiful villas and smiling valleys of Baltimore County are seen in numbers—the whole forming a gorgeous panorama which the visitor once contemplating will not easily forget.

WILDEY MONUMENT, BROADWAY.

Baltimore has other claims to the title mentioned above. On the 26th of April, 1865, the Odd Fellows' Monument, an unique structure surmounted by a Grecian Doric column, the whole 52 feet in height, was dedicated to Thomas Wildey, the founder of the Order of

Odd Fellows in America. The Monument is on Broadway, above Baltimore Street, and is a very handsome ornament to the eastern section of the City.

The Wells and McComas Monument has been erected in Ashland Square to the memory of the two young men who are popularly supposed to have slain General Ross, the commander of the British troops in the battle of North Point, contributing thereby very greatly to the defeat of the invaders, though neither of them lived to learn the service they had rendered to their native City.

In America the taste for Painting and Sculpture has not proportionately developed with her material advancement. While in the number, variety and usefulness of her discoveries and inventions, the United States has surpassed every other enlightened nation, she has never ceased to pay tribute to Europeans in the matter of the FINE ARTS. This does not arise so much from the want of talent among our people as from the morbid national tendency to sacrifice the ideal to the desire of gain, and the absence of that higher class in our midst upon whose patronage and wealth, Art has always been completely dependent. Thus in almost every instance where native artists have attained eminence it has been secured under the fostering influence of a more congenial clime and accompanied by the aid and countenance of persons other than Americans.

In matters of art Baltimore has made much unostentatious progress, and to day there are collections of pictures, growing little by little, in the possession of some of her citizens, which promise within the near future to assume proportions of national interest. Mr. William T. Walters is the owner of one which is conceded to be the finest in the United States. Colonel J. Stricker Jenkins comes next, with a large and extremely valuable collection, a majority of the pictures in which were painted upon direct commissions from the owner and not purchased when already finished and in the market. The most distinguished names in contemporary art are to be found in it. There are several other prominent collectors, foremost among whom may be mentioned Mr. John King, Jr., Vice President of the Baltimore and Ohio Railroad; Mr. George R. Vickers, a retired merchant; Mr. Samuel S. Early, a Baltimore editor, formerly of Terra Haute, Indiana; Mr. B. F. Newcomer, Mr. D. L. Bartlett, Dr. George Reuling, and others.

Mr. Walters' collection is a remarkable one in many respects—in the pictures that it contains, the history of their acquisition, and the extreme beauty of the gallery, which for graceful design, appropriateness to its purpose and costliness of material, is not anywhere equalled in this country. It is situated in the rear of Mr. Walter's elegant city residence on Mount Vernon Place, and the several years occupied in its construction have been amply repaid. Nothing could be more charming than the beautiful spectacle that it presents or the effect conveyed by the warm neutrality of its tapestry, fresco, woodwork, and carpeting in contrast with the brilliant kaleidoscope of art treasures that hang on its walls. Among the artists represented the following are noted at random from the different schools: Delaroche, Meissonnier, Gerome, Frere (Edouard), Jalabert, Rousseau, Breton, Vibert, Plassan, Calame, Corot, Willems, Gallait, Jaique, Zeim, Bonheur, Bida, Hamon, Gleyre, Lasalle, Dargelas, Des Goffes, Odier, St. Jean, Tissot, Chavet, Landelle, Breton (E.), Merle, Duverger, Prever, Hubner, Troyon, Van Marcke, Weber, Muller Bischoff, Leutze, Achenbach, Hiddeman, Heilbuth, Fichel, Kensett, Hart, Durand, Woodville, Stevens, Johnston, Richards, Church, Lambert, Trayer, Jacovacci, Herring, &c.

In Colonel Jenkins' collection must be noted several remarkable pictures by such artists as Jalabert, Jourdan, Bouguereau, Schreyer, Delort, Plassan, Brillouin, Piot, Beranger, Castres, Caille, Escosura, Baugniet, Grandchamps, Boulanger, Bakalowicz, Arnold, Chavet, Fichel, Castan, Toulmouche, Pecrus, Herbsthoffer, Coomas, Comte-Calix, Seignac, Antigua, Billotte, Baron, Van Schendel, Hamon, Lemmens, Robbe, Coutourier, Frere, Kensett, Hart, Gray, Baker, Huntingdon, Elliott, Rossiter, Benson, Gifford, Casilear, Richards, Boughton, Lambdin, Durand, Church, &c. All these are of the highest order

of merit and have, many of them, a reputation that extends not only to all American art collectors, but also to those of European capitals.

Among native artists who, by reason of the reputation universally accorded them, deserve special notice may be mentioned the sculptor, William H. Rinehart. Mr. Rinehart was born in Carroll County, Maryland, and began life as a stone cutter. He soon developed an extraordinary talent for sculpture, and through the kindness of friends was

MASONIC TEMPLE.

enabled to pursue his studies in Italy, "the cradle of the Muses." His early promise has been more than realized. He has won for himself a proud place among living sculptors, and as has been justly said, "the State owes him much for the reflected honor of his well earned reputation." His works are numerous and many of them adorn the dwellings and grounds of Baltimore's wealthy citizens. Among them may be mentioned the statue of

"Clytie,"—regarded by the artist himself as his *chef-d'œuvre*—which was purchased recently by our public spirited townsman, Mr. John W. McCoy, and presented by him to the Peabody Institute, where it is placed in an elegant and appropriate setting, and by the terms of the gift is accessible to the public, at all times, without charge; the statue of Chief Justice Taney, lately unveiled in Annapolis, the capital of the State; the Woman of Samaria, in possession of Mr. Wm. T. Walters; the Bronze Door to the Capitol at Washington; the Monumental Female Figure, in bronze, in Greenmount Cemetery; a beautiful group of Sleeping Babes, in marble, in the same Cemetery; "Christ—I am the Resurrection and the Life"—with the Angel of the Resurrection, in Loudon Park Cemetery; and a host of minor productions which display as well the fertility of his genius as his perfect taste and marked merit.

An annual exhibition and sale of paintings in this City, begun in 1871 and continued since that time, has brought to light a number of artists, evidencing that if Painting has not reached its highest development, a talent for it has at least been very generally diffused in our community. These exhibitions bear testimony both to the ability and versatility of Baltimore artists. Among those who deserve mention for a creditable degree of talent may be cited Mrs. S. Schwing, her "Marguerite" and "Hero and Leander" having received the commendations of the critics and press generally; A. Quartley, whose Coast Scenes are very much admired: A. J. H. Way, a very able and painstaking painter of Still-Life Studies; and H. Bolton Jones, some of whose Landscapes are an earnest what the public may anticipate in the future.

The rare opportunities offered by the extension of the Peabody Institute and the enlargement of its sphere of usefulness will make Baltimore, at no distant period, a very desirable location for artists who are pursuing their studies, while the encouragement given by one of the Clubs, the Allston, has also a most beneficial tendency.

Already the example set by Mr. McCoy has borne fruits. Mr. George S. Brown, a prominent banker of Baltimore, presented to the Peabody recently two statues, Pocahontas and Venus, possessing great merit, and the prospect is that before long the Institute will be able to form an Art Gallery of no mean pretensions.

The BAR OF MARYLAND has ever been renowned for the standing and ability of its members. When Baltimore was but an overgrown village the adjacent counties of Anne Arundel and Harford were known all over the country through the prominence of their lawyers—in fact, the revolutionary struggle was barely at an end when Luther Martin, towering over his fellows by his massive intellect and legal acumen, became the leader of his profession in the young but vigorous Republic, and maintained this proud position against all competitors, until disease prostrated those powers which had been the admiration of the thirteen colonies. In those early days the names of Dulany, Chase and Johnson were household words in our State. They were as noted for their sterling integrity, as for their standing at the Bar.

William Pinkney, whom Chief Justice Marshall styled the greatest of American lawyers was a contemporary of Luther Martin. His great talents were publicly recognized by his appointment as Minister to the Court of St. James, and his efforts subsequently in the Senate of the United States made it matter of profound national regret that his taking off in the flower of his life so abruptly terminated his services to his country.

During the professional career of Pinkney, Baltimore began to lose somewhat of its provincial character, and with its growth came gradually the concentration in our city of the legal talent of the State. William Wirt, a native of Maryland, but by adoption a Virginian, sought here a wider field for the display of his wonderful genius as did also Robert Goodloe Harper, and the encounters between these intellectual athletes have furnished rich material for the essayists and biographers of the present day.

But the line of distinguished lawyers did not stop with Pinkney and his contemporaries. Their mantle fell upon the shoulders of such men as Chief Justice Taney, the great Christian jurist, and John Nelson, the fiery Templar of modern jurisprudence; the one a beautiful exemplar of that justice which the storms of passion, prejudice and unreasoning malice were powerless to change, the other the advocate, whose eloquence like a torrent, swept everything before it, and whose versatility of genius made him equally at home in the Cabinet of the Nation or the Courts of Princes. Nor must the name of John V. L. McMahon be omitted. His herculean efforts in behalf of the Baltimore and Ohio Railroad have forever linked his name with that corporation, while many of the gems which adorned his popular speeches are unwittingly used at the present day to round a period or give force to an otherwise pointless speech.

REVERDY JOHNSON, a native of the City of Annapolis, is to-day confessedly the leader of the Baltimore Bar, and without a peer in the United States. His knowledge is profound, his reason singularly analytic and his conclusions marked by a clearness and accuracy which give to them the force of judicial decisions. The reputation of Mr. Johnson is not circumscribed by national boundaries. He is well and favorably known in Europe as in America. He has held in turn the offices of Cabinet Minister, United States Senator and Minister Plenipotentiary and Envoy Extraordinary to Great Britain, and in each of these capacities has demonstrated his right to the proud eminence he has attained as the great expounder of constitutional law. Mr. Johnson to-day, at an advanced age, is as vigorous in mind and body as when in the prime of life, and is justly revered by his fellow-citizens, who feel themselves to a certain extent sharers in the honor he has reflected upon his native State and the City of Baltimore.

We have simply spoken of those members of the Bar whom the world has known, and each one of whom was *princeps inter pares* in his day and generation. There were many others who added lustre to the galaxy named above, and who aided materially in building up the reputation of the Baltimore Bar and giving to it that high tone which is at this present writing its most cherished feature. That there is no likelihood of degeneration in the future, might be shown by the number of gentlemen whose names are already well known to the country. The Library of the Baltimore Bar is one of the largest and most carefully selected in America, containing in addition to the reports from the different States in the Union, reports of all the leading cases adjudicated in Great Britain and on the continent of Europe.

The Law Department of the University of Maryland is furnished with an excellent corps of Professors and its influence and efficiency are becoming more apparent every year.

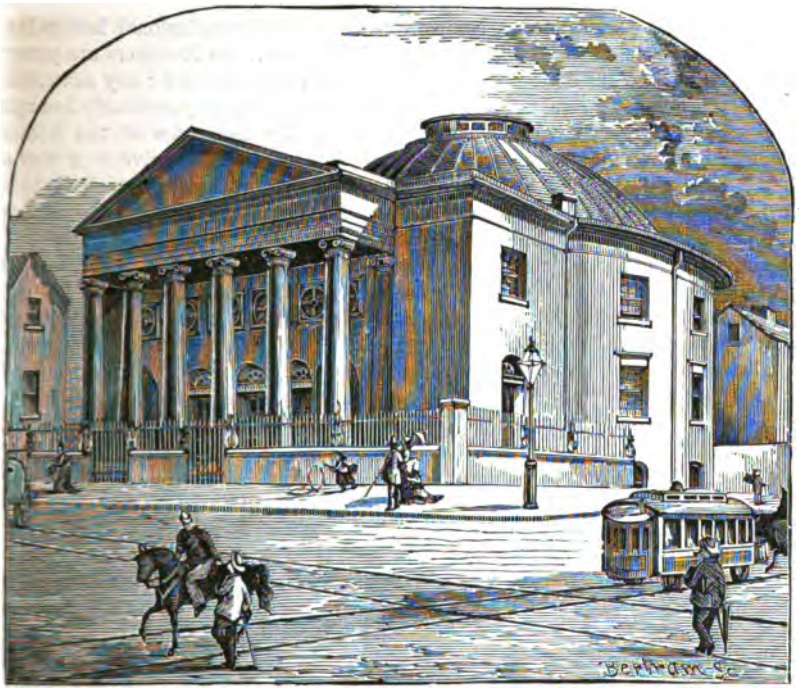
The Science of MEDICINE has made decided advances in the last half century. A corps of tireless workers have watched, noted and compared results in the squalid huts of poverty and amid the poisoned air of the pest-house. With dauntless courage they have stood between the pestilence and humanity and though not always victorious they have faithfully used all the weapons which scientific research could furnish, and if nothing more, like true sentinels have fallen in their armor and at their posts. Statistics have been compiled from which reliable inferences can be drawn, and a hospital system perfected that has gone far to alleviate the sufferings of the sick and has saved many lives which would have been sacrificed heretofore by neglect or inexperience.

The Medical men of this State have not been behind their brethren elsewhere in their contributions to the common cause. The names of Littlejohn, Brown, Mackenzie, Donaldson and Buckler, are household words and their memories are revered by the descendants of those whom they so well and truly served.

Appreciating the importance of united effort for the public good, as early as 1799, they organized the "Medical and Chirurgical Faculty of Maryland," and by an act of incorporation were made examiners of all who desired to practice the healing art, thus showing

their recognition of the need of the highest intelligence and most careful preparation as prerequisites for the successful physician. This Society is still in existence, and the suggestions thrown out at its semi-annual meetings through the medium of scientific discussions and essays are of value to the profession.

The University of Maryland was incorporated in 1812. A handsome building was erected and a full corps of Professors secured. Like similar institutions in this country, it had its early struggles, and not until 1827 were its advantages generally recognized by the public. Among many eminent men who have taught within its walls some have acquired a world-wide reputation, as for instance Granville Sharpe Pattison and Robley Dunglison, but to no one is the school more indebted for its standing than to NATHAN RYNO SMITH. Professor Smith, son of the celebrated surgeon of that name at Yale College, was elected to the Chair of Surgery in the Maryland University in 1827. Possessed of abilities which



FIRST BAPTIST CHURCH.

would have distinguished him in any path of life, it may be regarded as fortunate for the world that he selected medicine as his profession. His acceptance of a chair in the University infused new energy into the institution and the reputation which he soon earned as one of the most daring and skillful Surgeons in the country, attracted students from all parts of the South and West, and frequently from States lying North of Maryland. Dr. Smith, combined with wonderful energy and great experience, unusual originality and the world is indebted to him for the invention of instruments for lithotomy and fracture by means of which much suffering has been prevented and many lives saved. For more than forty years he has pursued his professional career with unwearied steps and constantly increasing usefulness. In 1867 he visited Europe and was the recipient of the most flattering attentions from Physicians and Scientists of distinction. It rarely happens to the lot of professional men to receive such honors while yet alive, but Dr. Smith, at a ripe

old age, has universally accorded to him the proud title, the Chief of American Surgeons.* Although he has retired from the University his example and influence still stimulate his younger brethren who are so successfully sustaining the reputation of the School.

The success of the Maryland University encouraged our enterprising physicians to undertake an institution of similar character. In 1867, a favorable moment for the establishment of a second Medical College, the Medical Department of Washington University was reorganized in this city. The zeal and ability displayed by the Faculty in the inculcation of "the mysteries of the healing art" have been rewarded with unusual success. The reputation of the Institution has kept pace with their efforts, and is now national. The course of instruction is thorough and comprehensive, embracing all the branches commonly taught in such Colleges. Adjoining the School is a large Hospital, under the exclusive control of the Faculty, where students may witness at the bed-side the practical illustration of what is theoretically taught in the lecture-room.

Within a recent period another competitor in the race for professional honors has been added to the list—the College of Physicians and Surgeons. Its Professors are young men of high culture, who are determined by earnest work to make up for any advantage that age may have given its rivals. Latterly, a number of diseases particularly belonging to the domain of Surgery have been so developed by the discoveries of the Microscope, Opthalmoscope, &c., that specialists have devoted themselves exclusively to their study and treatment. In addition to the medical schools proper, these correlative institutions have been established in our City, and are presided over by as distinguished and capable Occulists and Aurists as can be found elsewhere.

Chemistry and Pharmacy are so nearly allied to Medicine that wherever the one Department is found in healthy growth the advance of the other may be safely predicted. The Maryland College of Pharmacy was established in 1841, under the presidency of the veteran pharmaceutist, George W. Andrews. This institution has an excellent reputation. Its diplomas are as valuable as those granted by any similar institution in the country.

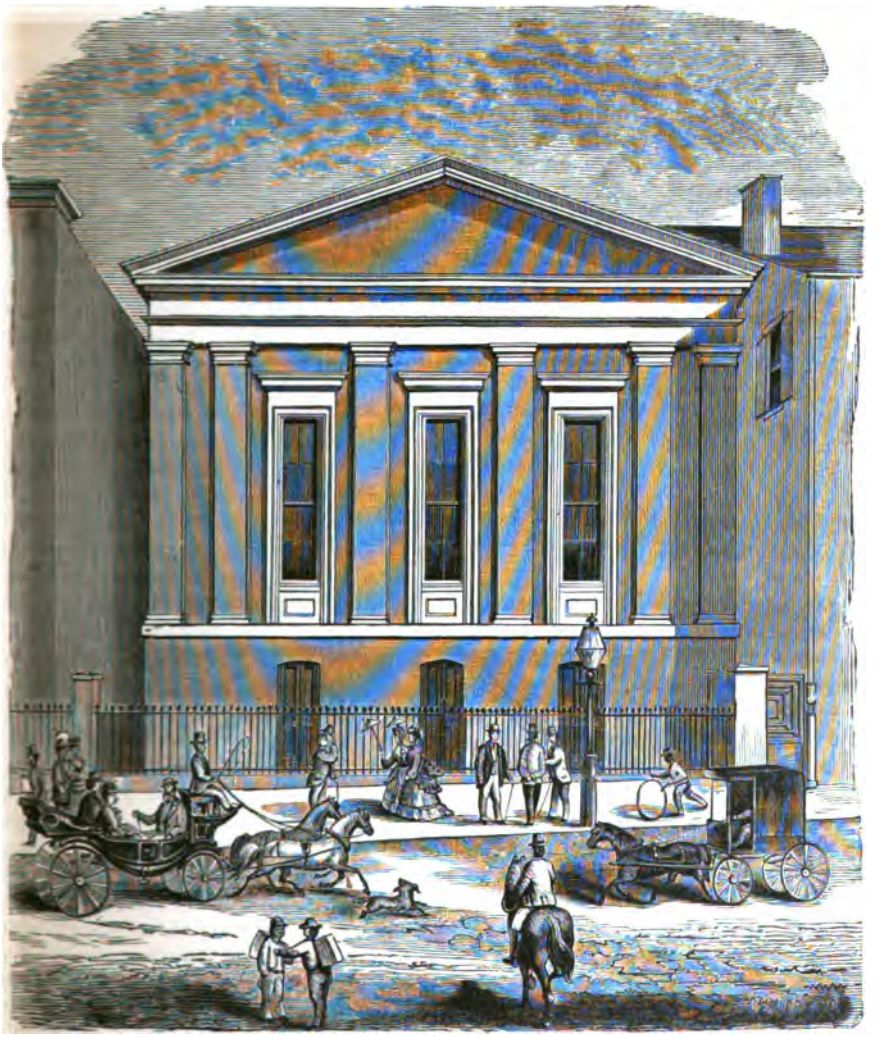
It will thus be seen that in all that enters into the practical value, scientific resources and efficient teaching of Medicine and its sister sciences, Baltimore offers superior advantages.

In one sense DENTISTRY is a modern science. That it was known and practiced in ancient Egypt, is evident from the discoveries in the Pyramids; and that a measure of skill was attained, is apparent from the remnants of workmanship still preserved, but its disappearance was as complete as the passing away of the Lost Arts, and in the eighteenth century practical Dentistry had no existence. During that period public attention was attracted to the subject, and a number of theoretical treatises were written by enthusiastic physicians. It was not however until the early part of the present century, that the views of its votaries assumed a practical direction sufficient to elevate it into a distinct science. America had the honor of nursing it through its infant struggles, and Baltimore may with propriety be called the birthplace of modern Dentistry.

In 1826, the "Principles of Dental Surgery" appeared in London, a work written by Leonard Koecker, a Baltimore physician. This was followed, in 1839, by the establishment in Baltimore of the "American Journal and Library of Dental Science," and in 1840 the "Baltimore College of Dental Surgery" was organized under a charter granted by the Legislature of Maryland. Shortly afterwards the great standard work of Dr. Chapin A. Harris, the "Principles and Practice of Dental Surgery," made its appearance. The Baltimore College of Dental Surgery, in which Dr. Harris was for a number of years a leading Professor, is not only the oldest, but if we may judge by results, one of the best in the world. Seven hundred and nine students have been graduated by this institution since its foundation. They are distributed pretty generally through the civilized por-

*Since writing the above, Professor N. R. Smith has been called to the Presidency of the Medical Faculty of the Maryland University, with the title of "Emeritus Professor of Surgery."

tions of the globe, and wherever they have located the fame of their *Alma Mater* has accompanied them. Every Dental College in this country contains in its faculty some graduate of this institution, and a large majority of the Court Dentists of Europe acknowledge their obligations to the same source. The Museum of the College is, without doubt, among the most complete in the United States, possessing a large and rare collection of pathological specimens, while the course marked out for the students is very comprehen-



SHARP ST. M. E. CHURCH, (COLORED,) BETWEEN LOMBARD AND PRATT STREETS.

sive, embracing anatomy, physiology and chemistry, the lectures upon these subjects being very full and minute.

Baltimore took the lead in this department of science from the first, and has steadily maintained her position. The students matriculating in this city, are not confined to the United States, but many come from the enlightened centres of Europe to avail themselves of the advantages which Baltimore extends to those desirous of acquiring a knowledge of

Dentistry. The great advances made latterly in this science would seem to suggest the propriety of pursuing a similar course with reference to other parts of the human body. By separating the science of Medicine into distinct branches perhaps the same beneficial results might ensue.

There is a Dental College organized here, (to be opened in the fall,) the faculty of which embraces some of the most prominent and distinguished *Practitioners* of Dentistry in the city.

Club-life, an almost universal feature of London society, and extensively imitated in some American cities, has received but little encouragement in Baltimore. This is due possibly to the superior attractiveness of domestic life in our City. There is small need for Clubs where cultivated and refined society, divested of artificiality, offers such tempting inducements. Clubs have been organized here, however, and they will compare very favorably with those in other places.

The Maryland Club, the oldest in the City, was founded by a number of the most cultivated gentlemen in the State for the purpose of keeping alive a civilization in some respects peculiar, and which was endangered by the rude but vigorous strides of Young America. It at present numbers among its members gentlemen from all portions of Maryland, and the close communion thus established has resulted in the perpetuation of that traditional hospitality of which every true Marylander is proud. Gentlemen from all parts of the United States and from the centres of civilization in Europe have referred with pleasure and somewhat of enthusiasm to the courtesies received from its members.—The Allston Association is more ambitious. In addition to the amenities of social life it designs to inspire a taste for the beautiful, and with this end in view a series of entertainments are given annually which combine the æsthetic with pleasurable features. It differs from "The Maryland" also in the fact that ladies may become honorary members of the Association, and a number of the most gifted in Baltimore have availed themselves of this privilege.

The Baltimore Club, recently organized, is a worthy competitor of the above, and already embraces within its membership many of the leading gentlemen in the City.

Our citizens of foreign birth or ancestry, the Germans, Irish, Scotch and English have organized Clubs which, aside from their social characteristics, have been the means of relieving much suffering and materially benefiting their brethren newly arrived upon our shores.

Baltimore has always been more remarkable for the social qualities of its people than for any decided *penchant* on their part for public amusements. In the past, the full development of the one has measurably done away with the necessity for the other. But with the enlargement of trade and commerce and the consequent addition to the transient population of the City the taste for popular entertainments has greatly increased. Ford's Grand Opera House, at the corner of Fayette and Eutaw Streets, will compare favorably with any similar place of amusement in the country. Its external finish is tasteful, while the appointments of the interior are luxurious and elegant. The drawing-room or parlor on the second floor is decorated by the genius of the best portrait and landscape painters in Baltimore. The advantages of the auditorium are ample room, great height of ceiling, and perfect optical and acoustic properties. The roomy stage, numerous modes of exit, and massive strength of the entire building, make it one of the pleasantest and safest theatres to visit in the United States.

Mr. JOHN T. FORD, to whose enterprise our City is indebted for this creditable Temple of the Muses, has further exerted himself to offer to the public, entertainments, both operatic and dramatic, the best to be had. Holliday Street Theatre, the Old Drury of

Baltimore, under the management of the same gentleman, is a cosy and pleasant retreat where the citizen or the stranger within our gates, may be entertained for an evening by the latest novelty in the dramatic line. Mr. Ford has shown himself to be a public-spirited citizen, by the decided and progressive views he has entertained and oftentimes enforced with reference to the government of the City, and by his bountiful charities during periods of great public distress. His Theatres have been surrendered repeatedly to the little ones in our midst, and the wonders of the Arabian Nights revealed to their astonished and delighted gaze, thereby setting an example which has been followed in some of the cities along the Atlantic seaboard with great benefit to the needy innocents.

Front Street Theatre, under the management of its present proprietor, has catered with commendable success to the public taste, offering what is known in dramatic parlance as a variety entertainment, which justifies the name, and the ever-recurring novelties of which, have won for Colonel Sinn no small reputation as a theatrical manager.

The above are the most prominent places of entertainment in our City. An Academy of Music is now being erected on Howard Street, under the auspices of a stock company, composed of our most eminent and influential citizens. The location is central and admirably suited for the enterprise. It will be built under the direction of a committee selected because of their peculiar fitness, and will doubtless prove a powerful auxiliary in the future progress of Baltimore.

The MARYLAND STATE AGRICULTURAL AND MECHANICAL ASSOCIATION was incorporated in 1867. It was simply the revival of a Society which had existed for many years prior to the civil war and which numbered among its members many of the first men in Maryland. Appropriations were made both by the State and City, and the grounds at Pimlico on the outskirts of the City were purchased for the use of the Association. Situated in the heart of a beautiful country and accessible to the public through the railways and delightful county roads, perhaps a better location could not have been selected in the vicinity of Baltimore. The grounds were carefully laid out and proper buildings erected for the convenience of exhibitors and the purposes of the Society. The Annual Exhibitions which take place usually in October, have steadily increased in popularity and excellence, and have begotten a very decided improvement in husbandry throughout the State. The leading farmers, and merchants, are thus brought together and the community of intercourse established, produces a reciprocity of sentiment which cannot fail to be advantageous to both classes of our citizens.

Marylanders from a very early date have evidenced a decided taste for out-of-doors sports. The State was among the first to import the race horse from England, and fox-hunting, racing and field sports generally, were almost as familiar to those who became distinguished in olden times as were the means whereby they raised themselves to eminence. For many years Maryland horses bore off their full share of honors from the numerous contests which took place in different parts of the country and care was exercised by the farmers and planters in rearing the best specimens of this noble animal.

For some unexplained reason, racing fell into disrepute, and at the close of the war no organized Jockey Club existed in the State. Mr. Sanford, the winner of the Saratoga Cup at the Saratoga race meeting in 1868, gave a dinner immediately thereafter to eight persons. Among the invited guests was GOVERNOR ODEN BOWIE, of Maryland. The conversation at table drifted to the establishment of races on a firm and reputable basis, to be presided over by gentlemen and from which, fraud and rascality, so often in the past unpleasant concomitants of the course, should be banished. It was proposed during the dinner that each of those present should subscribe $1,000 to make up a stake for the Fall of 1870. The

proposition was enthusiastically adopted and the subscriptions closed. In a subsequent conversation as to where the race should take place, Governor Bowie assured the gentlemen that if it was run at Baltimore he would pledge a club and a course. This was the origin of the celebrated "Dinner Stakes" of 1870, and also of the Maryland Jockey Club which already numbers among its members many of the most influential and distinguished gentlemen in the State, and which, though as yet in its infancy is favorably known through the country.

An arrangement was effected with the Agricultural Society by which Pimlico was secured and a charter was obtained from the Legislature for the organization. Stables were built upon the grounds, the track, a mile in length, put in perfect order and a Grand Stand constructed which for strength, amplitude and the expansiveness of view it affords, is probably superior to any in the United States. The meetings of the Maryland Jockey Club which have taken place annually since 1870, in the autumn, have been eminently successful. The Course over which the races are run has steadily improved until at present it will compare favorably with any race-track in the country, and the great influx of strangers drawn hither during the annual meetings, tempted by the reputation of our citizens for hospitality and the esthetic features for which our city is remarkable, together with the patronage extended by all classes of our own people have encouraged the Club to greater exertions, and hereafter two race-meetings, in the spring and fall respectively, will be held at Pimlico. The object contemplated in the organization of the Club, the purification of the Turf and its freedom from debasing influences has been kept steadily in view and the meetings are marked by the presence of the beauty, wealth and fashion of Baltimore.

If the history of each large city was traced it would be found that its progress had been marked by the springing up of towns and villages within reach of its influence. That these towns as soon as they had attained a sufficient degree of importance had been absorbed by the parent city and the intermediate space filled up with a hardy and industrious population—that perhaps to these offshoots is due in great measure the health of some cities and to their paucity the unwholesome atmosphere of others.

Villages or towns built at a distance are laid out with a latitude of which the costly ground in cities proper will not admit. The land lying between the villages and cities is comparatively speaking cheap, and persons are somewhat more careful of the esthetic features when laying it off into towns and townships, just as the farmer with time and space will have an eye to the beautiful and picturesque, while his poorer neighbor is compelled to make every foot of ground minister to the wants of himself and family.

Some of the largest cities in America owe their present importance and much of their beauty and healthfulness to these accessories. Boston, with its dozen satellites is a city of much grander proportions than the simple town embraced within the corporate limits. Philadelphia, with Germantown, Kensington, the Northern Liberties and Philadelphia County, presents a more imposing array of inhabitants than would that same city divested of these important adjuncts. Baltimore is encompassed by a number of these surburban towns and villages which add greatly to the attractiveness and prosperity of the city.

Waverley, formerly known as Huntingdon, lies immediately outside of the city limits to the north of Baltimore. It contains a population of about 5,000 inhabitants and is well supplied with churches, public buildings and school houses. It is interesting as embracing the former seats of some of our older families, together with "Friendship" originally owned by the Quakers, "The Homestead" and Peabody Heights. The inhabitants are largely operatives, but many engaged in business in the City, have established their homes and have erected handsome dwellings within its limits. Two lines of horse-cars afford easy and constant communication with the City, its incorporation with Baltimore is a matter that cannot be much longer delayed.

In these latter days when fact has usurped the place of fancy and nothing which does not minister to the material advancement of the community can secure a lodgment within its limits, Mr. Horatio N. Gambrill, a gentleman of unsurpassed business capacity and energy deserves at least a passing notice.

A more perfect representative of the practical side of the American character could scarcely be instanced, and the town of Woodberry, on the very verge of our City, is likely to prove an enduring monument to his sagacity and enterprise. In 1839, Mr. Gambrill leased the property then known as the Old Whitehall Flouring Mill, and in company with others, commenced the manufacture of Cotton Duck on a very limited scale. Trained from early youth in a cotton factory, he brought to the undertaking a thorough knowledge of his business, and his adventurous spirit cared little for the overgrown monopoly which had its seat in Patterson, New Jersey. The enterprise prospered—the original factory was enlarged and others erected until a thriving and beautiful town sprang into existence. Woodberry has at present a population of from 5,000 to 6,000 inhabitants. Situated under the shadow of Baltimore's handsomest ornament, Druid Hill Park, not the least attractive portion of which, "Tempest Hill," was contributed by the town itself, Woodberry is one of the most promising villages around the City of Baltimore. In addition to the cotton duck factories, Pool & Hunt's mammoth machine shops are located here. The inhabitants are mostly operatives and their families.

The town is noted for its high moral tone which has been fostered and encouraged by those who have thus far controlled its destinies. No intoxicating drinks are allowed to be sold within its precints, and it is abundantly supplied with churches and school houses.

Mount Washington is perhaps the most picturesque of the small towns which encompass Baltimore. It is located upon lofty hills about five miles from the City. Elevated and healthy, with pure water and cultivated society, the village has of late years grown very rapidly and its eminences are now studded with the residences of merchants and business men from Baltimore. Both Woodberry and Mount Washington are situated on the Northern Central Railroad, within a few minutes ride of the city, and the trains of that railway and the Western Maryland are constantly passing backwards and forwards.

Brooklyn, southeast of Baltimore, and connected by a commodious bridge over the middle branch of the Patapsco, was settled by the Patapsco Company in 1857. It is a flourishing village, regularly laid out, healthily located, and increasing rapidly in population and importance. Brooklyn has been selected as the terminus of the Baltimore and Drum Point Railroad, a work designed to penetrate the lower counties of the Western Shore of the State. It has a land-locked harbor and a water front of one and a half miles with a depth of water greater than can be found elsewhere in the vicinity of the City, and as the trade and commerce of Baltimore expand, doubtless the development of Brooklyn will be proportionate.

Towsontown, the county seat of Baltimore County, is situated on the York road, about seven miles from the City. It is delightfully located near the most elevated point on the road between Baltimore and York, and is being rapidly improved. It connects with our City by means of a horse railway, and the completion of a steam railroad now in process of construction will bring the town within a few minutes ride of Baltimore.

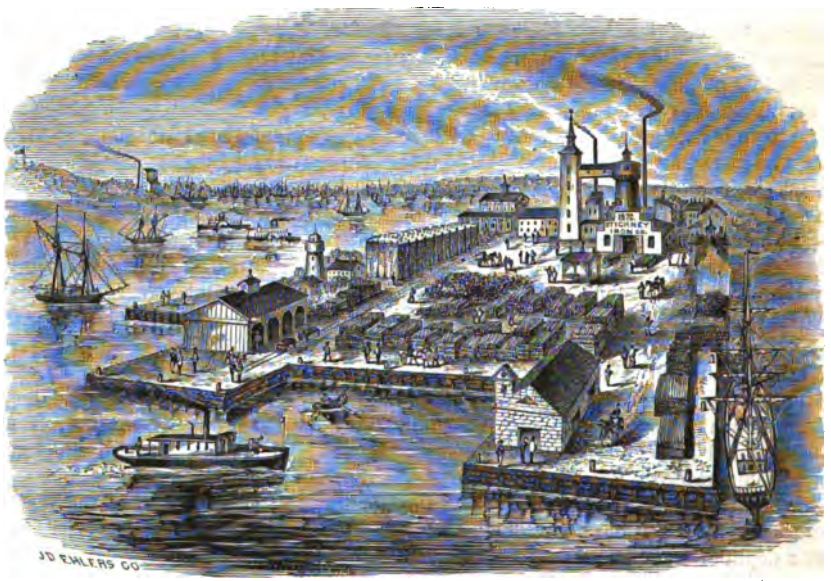
Govanstown, located on the same road, about midway between Baltimore and Towsontown, is a flourishing village, and has of late increased longitudinally to such an extent as to render it difficult to fix accurately its boundaries, in fact, the York road from Baltimore to within a short distance of Towsontown is a continuous street, lined on either side with houses. The adjacent lands are in many instances laid off in town lots, with broad avenues and thoroughfares, awaiting only the touch of capital to turn them into thriving towns and cities.

Pikesville, about seven miles from the City, on the Reisterstown road, is a beautiful village, and notable as the location of the United States Arsenal, established prior to the

war of 1812. There are many other towns and villages in the immediate vicinity of Baltimore in addition to those mentioned above, which are destined to great development in the near future, and which will add vastly to the importance of the City.

The growing tendency on the part of merchants and business men to reside in the country during the summer months, or to make their homes permanently in those towns within easy communication of the City, has assisted wonderfully in the development of the district contiguous to Baltimore, and it is estimated that the population of these towns will aggregate at least fifty thousand at the present moment, with a ratio of increase which leaves it matter of easy conjecture what the number of inhabitants will be in a few years.

When the early settlers of Maryland founded the town of Baltimore they little supposed it was destined to become one of the leading ports of entry on the Atlantic coast. Its inland position, almost at the head of navigation, seemed to be an effectual barrier against



foreign commerce, which it was thought would seek those cities lying more immediately along the Atlantic. The location of Baltimore however conduced more perhaps than any other cause to her advancement in this regard. In addition to the safe and commodious harbor furnished to shipping, freight was brought that much nearer to the interior by water, the cheapest mode of conveyance.

The introduction of steam as a motive power on water led to the construction of vessels of much heavier draught than were used in the old merchant service, and our shippers had to contend against a real bugbear in the shape of a defective channel. The channel of the Patapsco was neither deep enough nor sufficiently wide for the safe passage of first-class steamers when heavily laden. Fifteen years ago the attention both of our own citizens and the national authorities was attracted to this difficulty and lukewarm and desultory measures undertaken for its removal. From time to time small sums were appropriated by Congress and the city, and an officer of engineers in the United States Army was assigned to this post, for the purpose of deepening the channel. But little progress was made in the work until 1871, when the advent of several lines of foreign steamers

awakened both the community and the general Government to the paramount importance of securing to the rapidly increasing foreign trade of the city easy access.

The City appropriated $200,000 for the improvement of the harbor and the national legislature $40,000 additional. Congress, in 1872, supplemented its appropriation with another of $100,000, and at the session of 1873 voted an additional $200,000, which the municipal authorities of Baltimore gracefully acknowledged by voting a similar amount for the same purpose. Since 1871 the work upon the channel has progressed rapidly under the direction of Colonel Craighill, of the United States Army. The money in hand at present amounts to $450,000, a sum amply sufficient for the completion of the improvement. It is proposed to clear the channel to a depth of 24½ feet at low tide, and to give it an uniform width of 300 feet. It will be finished in 1874, and the harbor of Baltimore will possess a channel equal in all respects to the best approaches to ports of entry in this country, and will be accessible for the largest vessels employed in the merchant marine of any nation on the globe.

Baltimore, like other cities, has had its periods of misrule, when anarchy usurped the place of order, and the lowest, most disreputable elements of the community rose to the surface, and for a time defied the honest efforts of law-abiding citizens. Such a state of affairs undoubtedly existed during the years 1858, 1859 and 1860. The Roughs obtained control of the City and inaugurated a reign of terror similar to that which at present disgraces one of the largest cities in the country. This saturnalia of rowdyism was short-lived. Good citizens, irrespective of party, combined for the protection of society, and during the winter of 1860 the State Legislature enacted the famous "Metropolitan Police Bill." THE POLICE FORCE was organized in accordance with its provisions on the 7th of May of the same year. The features of the bill were simple. Its main characteristic was the separation of the local government and *that* organization which must be manipulated with impartiality to make it honest and efficient. Its workings were magical.

The transition from a state of rowdyism to perfect order was instantaneous. The Bowie-knife and the Bludgeon were laid aside, and the law suffered to interpose its protecting arms for the good of the community. The Roughs either abandoned their infamous mode of living, or betook themselves to other cities.

From this period onward, with a brief interruption during the continuance of the civil war, Baltimore has been emphatically an order loving city. With little modification, and that of a serviceable nature, the Police System of 1860 is at present in operation, and our City can challenge comparison with any other in the country for the security of the lives, liberties and property of her citizens.

The perfect order preserved in every portion of this great metropolis is really a subject for admiration, when taken in connection with the numerical force by which it is accomplished. As at present constituted, the organization consists of three Commissioners, styled the Board of Police, a Marshal, Deputy Marshal, 4 Captains, 8 Lieutenants, 43 Sergeants and 439 men. The officers are appointed by the Commissioners, and are usually selected from among the men for meritorious conduct. No man is placed upon the Force because of his political opinions, or for any other reason than general efficiency; nor are any dismissed therefrom, save for misconduct, demonstrated to the satisfaction of the Board. While the duties of the police of Baltimore are more numerous and onerous than those of the same class in other cities, their numerical strength is much smaller than that of similar organizations in any of the cities of America of approximate size or importance. We have dwelt at some length upon the merits of our Police System, because they have been freely recognized by all classes in the community regardless of political affiliation.

Baltimore was among the first cities in America to avail herself of the great improvements in the apparatus for subduing fires. In 1858, the old volunteer FIRE DEPARTMENT,

with its hand engines and internal dissensions, was abolished and an organization formed under the pay and control of the City. The new Department was furnished with improved Steam Fire Engines, and it very soon demonstrated both the superiority of the system and the utility of steam as a means of overcoming conflagrations. Since that time the Department has been strengthened and enlarged. Under the management of a Board of Commissioners, selected from our most estimable citizens, and whose services are given to the city gratuitously, it has become the most perfect organization in the country, a subject of pride to Baltimoreans and of admiration to visitors from other cities.

The apparatus of the Department consists at this time of ten engines in service, and two reserve engines, with the necessary hose-carriages, and three hook and ladder trucks. The entire force numbers one hundred and sixty men. Since the institution of the Steam Fire Department there have been but few fires of magnitude in our City. Indeed, Baltimore has enjoyed an exemption from the ravages of this terrible scourge that cannot be altogether attributed to the efficiency of the Fire Department, ably managed as it undoubtedly is, and a further reason for which may be found in the construction of the city, the broad streets and well-built houses.

As an exhibit both of the usefulness of the Department and the marked immunity of the City from fires, we append the following table, giving the number of fires, losses, number of Companies, and expenses of Departments in seven of the leading cities of the United States, from November 1st, 1871, to October 31st, 1872:

CITY.	No. FIRES	LOSS.	No. COMPANIES.	EXPENSE OF DEPARTMENT.
New York	1,647	$2,725,000	52	$1,000,000
Philadelphia	523	1,275,000	27	250,000
Chicago	489	973,000	26	328,000
Boston	549	704,000	38	331,000
Cincinnati	213	453,000	23	281,000
San Francisco	300	1,411,000	25	180,000
Baltimore	172	300,000	13	145,672

Of course the losses by the great fire in Boston have been omitted in the above estimate. It will be seen from this table that Baltimore, with a Department scarcely half the size of the smallest of these cities, has suffered a loss by fire of $300,000, a sum less by $153,000 than that acknowledged by the most fortunate of those enumerated.

The WATER-SUPPLY has already become a question of paramount importance in large cities. Those along the Atlantic coast are prone to pride themselves upon the efforts they have made in this regard, and not without reason, though it may be doubted whether any of the works established in modern times would compare in magnitude and completeness with some of the magnificent structures of the ancients, the remains of which are still in existence. The Croton Aqueduct in New York and the Fairmount Water-works in Philadelphia, are monuments of modern engineering skill, and constitute exceedingly attractive features of the cities to which they respectively belong.

The attention of our citizens was directed many years ago to the necessity of securing an abundant supply of Water, and in 1804 the old Water Company was established. This corporation served its purpose for a number of years, but in 1854, the rapid development of Baltimore made it evident that this source of supply could not much longer be relied upon, accordingly the City bought out the Company, and in 1858 commenced the construction of the works which now supply the inhabitants. An exquisitely beautiful artificial lake, with a capacity of 500,000,000 gallons, known as Lake Roland, was formed at the Relay House, the intersection of the Western Maryland and Northern Central Railroads,

about eight miles from Baltimore. Hampden Reservoir, a smaller basin constructed near the village of Hampden, with a capacity of 50,000,000 gallons, and Mount Royal Reservoir, on North Avenue, with a capacity of 30,000,000 gallons, both of the latter supplied by means of an aqueduct from Lake Roland, were considered amply sufficient for the requirements of the City for years to come. Subsequently Druid Lake, with a capacity of 493,000,000 gallons was formed in Druid Hill Park, more with a view to ornamentation and as a storage reservoir, than with any actual expectation that the increasing needs of the City would require its services during the lives of its projectors.

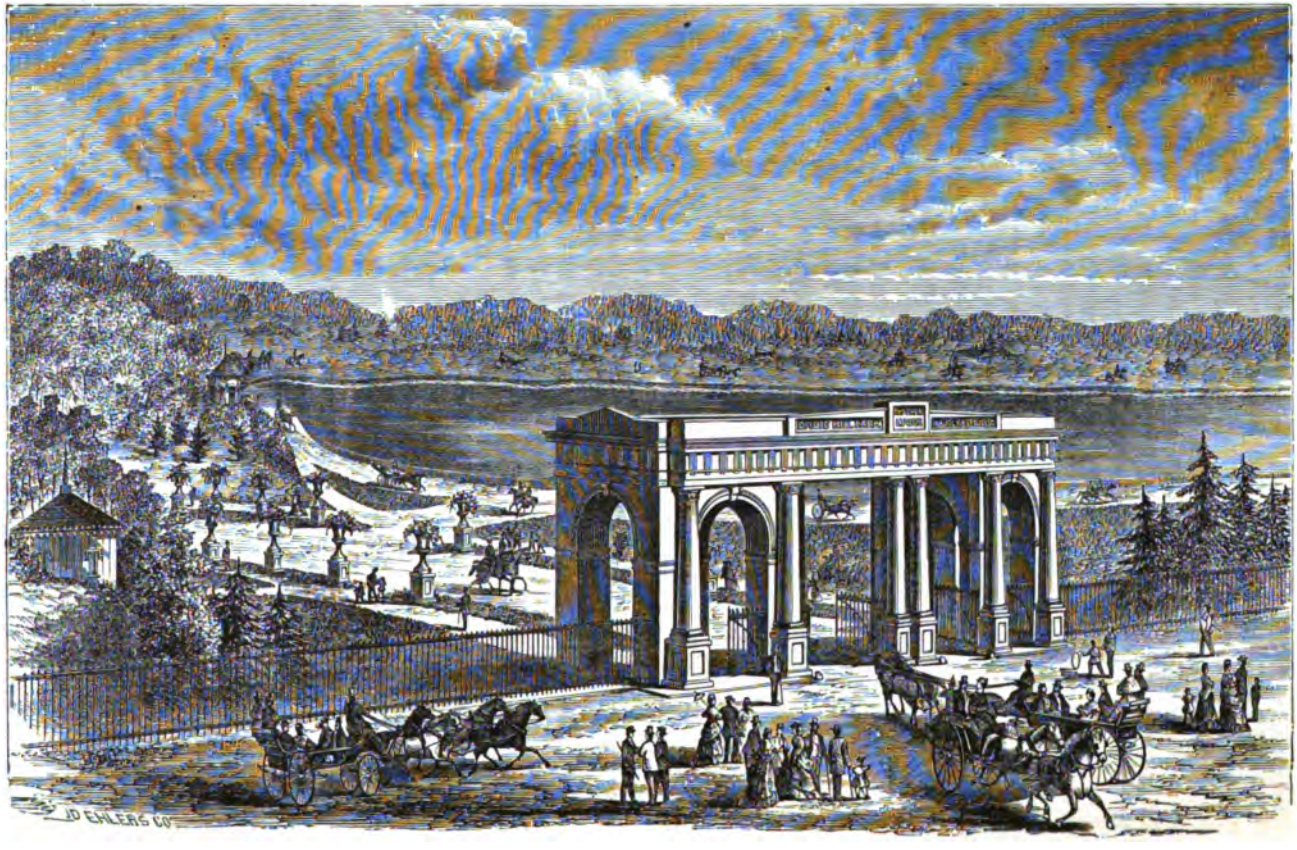
Twenty years had scarcely elapsed after the commencement of these works ere the City Fathers were admonished, by the rapid increase in population and the equally speedy multiplication of industries requiring the free use of water, that the demand would soon exceed the supply, and a plan is now matured by which an unlimited quantity of this indispensable element will be brought into the City from the Gunpowder River, a stream of fresh and pure water, which passes through the centre of Baltimore County, and empties into the Chesapeake Bay. This great undertaking cannot be completed for at least three years, and in the meantime a temporary method has been devised by which the immediate wants of the City will be abundantly supplied. When finished, the Gunpowder Water-works will exceed any similar enterprize in this country, and perhaps in Europe. A conduit through which may be passed 170,000,000 gallons of water daily, will convey the supply from the Gunpowder to the City, a distance of about eight miles. The elevation of the water above tide will be 163 feet, sufficient for present necessities or for any likely to occur in the future of our City

It has been said with truth that its PARKS and SQUARES are the lungs of a city. Baltimore is bountifully provided with these adjuncts to healthfulness. Druid Hill Park, in the northwestern portion of the City, contains seven hundred acres of land, and for varied natural scenery is perhaps unequalled in this country.

For more than a century and a half prior to its purchase by the city, the Park was the homestead of a Maryland family. Some older member of the house had displayed exquisite taste in the preparation of the grounds, and succeeding generations had the good sense to perpetuate his ideas with simply a touch here and there to heal the blows of time and preserve the design in its original purity.

During the year 1860 the City obtained possession of Druid Hill, at a cost of $500,000, and since then it has been enlarged by purchases of contiguous tracts of land. Its management as a Park has been characterized by wisdom and enlightened policy. Immediately after its acquisition by the City it was placed under the government of a Commission consisting of a number of gentlemen of intelligence and high standing in the community, selected because of their peculiar fitness for the undertakiug. This Commission, with enlarged powers, has been continued to the present time. The main effort appears to have been to preserve, as far as possible, the natural beauties of Druid Hill, and only to interpose art when needed by the poverty of the landscape or the wants of the City. In this the Commission has been eminently successful.

A broad expanse of land is spread out before the spectator, rolling in great waves of verdure, forming at some points gentle undulations intertwined with pretty little glens, and at others rising in terraces, one above another, until lofty hills disclose the City, the river, the bay, and the territory of Maryland as far as the eye can reach. Majestic primeval forest trees, hickory, oak, chesnut, and walnut, of immense size, are succeeded by impenetrable thickets where the greenbrier and the laurel strive for the mastery. Spreading groves invite the citizen, weary and worn with the turmoil of busy life, and joyous fountains gush forth at his feet to moisten the parched lips or cool the heated brow. Pleasure boats play over the silvery bosom of the lake, and swan move gracefully through the waters of the numerous natural basins which intersperse the grounds, while fallow deer in groups roam through the woods and groves. Beautiful drives traverse the Park

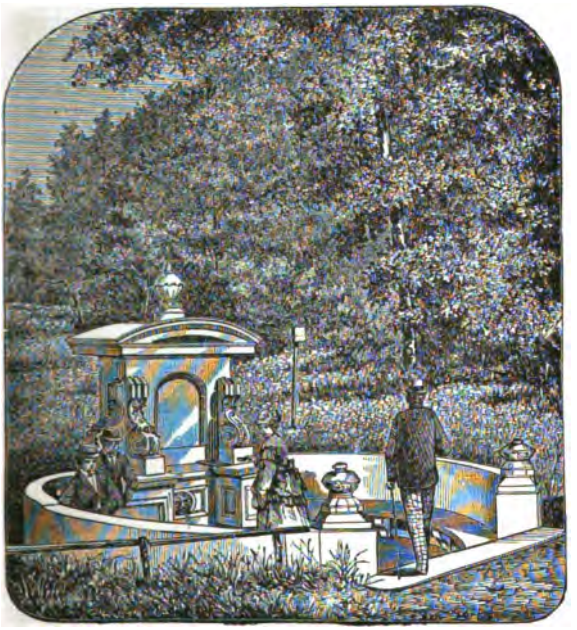


ENTRANCE TO DRUID HILL PARK.

in every direction, many of them adorned with antique vases filled with flowers and covered with creeping vines, and rustic retreats are so judiciously distributed as often to beguile the visitor with their perfect semblance to nature.

Nor has the Commission been unmindful of the convenience of those whose modest means forbid the use of showy equipages. Walks, with the truest regard to taste, have been arranged through the grounds, and the valetudinarian, when once the Park is reached, may fairly revel in the ever changing pictures and invigorating atmosphere he is permitted to enjoy through the foresight of the City's former guardians.

Druid Hill is at present the most beautiful Park in America, and with the ample revenue derived from the tax on City Passenger Railways, it is impossible to fix any limit to its improvement in the future. The influence of the Park upon adjacent property has been wonderful. Its value has been greatly enhanced, streets have been opened, avenues created, long lines of elegant and costly residences have been built, and the time is probably not



EDMOND'S WELL—DRUID HILL PARK.

remote, when the Park will form a centre around which will cluster the fashion and wealth of the City of Baltimore.

Seventeen acres have been set apart within the enclosure for the erection of a Botanical Garden. A Conservatory 300 feet long and 30 feet high is about to be erected, and a Nursery established for the purpose of supplying the other Parks and Public Squares with trees. The Botanical Gardens will be enlarged to forty acres as soon as circumstances will permit, and a Zoological Department added, which will contribute much to the attractiveness of this truly beautiful spot. The project was originated by the Maryland Academy of Sciences, but will be under the supervision and control of the Park Commission.

Patterson Park, in the eastern section of the City, contains 76 acres of land. Already it has been handsomely adorned, and the contemplated improvements will make it a delightful place of resort for the citizens of this portion of our City. From any part of the grounds a magnificent view can be obtained of the harbor and Chesapeake Bay, and the neighboring counties of Baltimore and Anne Arundel.

In addition to the Parks, Baltimore has a number of Public Squares judiciously distributed in different portions of the City. In the western section are Union Square, Franklin Square and Harlem Square; in the north-west, La Fayette Square; in the centre, Monument Square and the City Spring; in the north-east, Madison Square; in the east, Jackson Square, and the eastern City Spring, and in the south, Battery Square. With the exception of Monument Square, they are all sodded down with turf and beautifully decorated with shade trees, forming reservoirs of health for the citizens enervated by the fierce heat of summer and unable to betake themselves to the fashionable places of resort.

It is proposed to establish another Park in the southern section of the City, with Battery Square as a nucleus. This Square is located in the immediate vicinity of the middle branch of the Patapsco, and when its limits are extended so as to embrace the intervening property, it will become, because of its water view, one of the most attractive spots in the City.

FOREST TREES—DRUID HILL PARK.

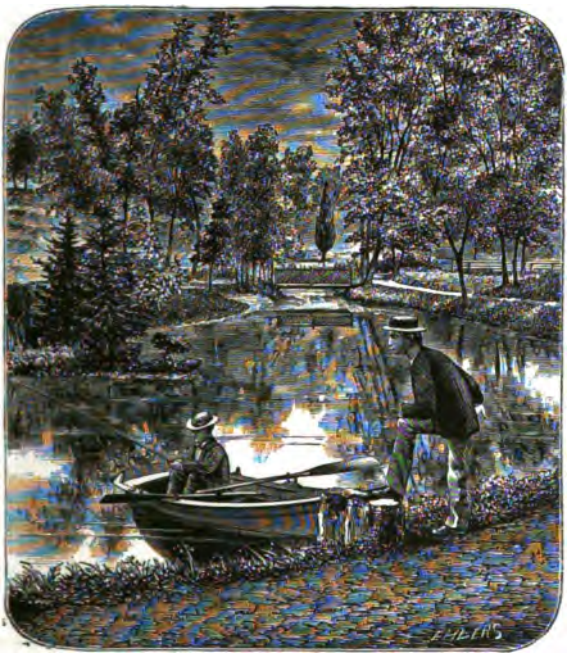
From the Parks of Baltimore to her CEMETERIES is a natural transition. Tender love for the memory of the dead is a distinctive feature of some nationalities. With the French it is a passion. Poets, Warriors, Statesmen and Philosophers, severed in life, are all brought together within the narrow confines of PERE LA CHAISE. The tomb of Abelard and Eloise blooms perennially with fresh flowers, while the immortelles never die on the graves of such men as Ney, Moliere, and a host of others.

Though Americans do not exhibit the intense pathos displayed by the French, Mount Auburn, Greenwood, Laurel Hill, Greenmount and Bona Ventura, all Cemeteries on the Atlantic coast bear ample testimony to the care displayed by the American people for the repose of their dead. Greenmount Cemetery, formerly the country seat of a citizen, is situated on the York road, just within the City limits. It contains about sixty acres of

land, handsomely embellished. Its natural beauty is very great. The land is rolling in character and very thickly studded with shade trees and evergreens. The hand of the landscape gardener has added much to its attractions. It is intersected by graceful avenues and promenades, and many of the memorials to the departed, so beautifully distributed within the enclosure, evidence taste and a high order of merit in the artist, among which may be mentioned the bronze statue of a female, sprinkling flowers upon a tomb, and several other pieces of statuary by Rinehart, a native of the State.

At an elevated point in Greenmount a monument has been erected by the City of Baltimore, to the memory of John McDonogh. A massive granite base supports a marble pedestal which is surmounted by a statue of the great philanthropist.

This city of the dead is often visited by our citizens, both because of its exquisite beauty and the tender associations which cluster about its "quiet places," and the flowers and



SILVER LAKE—DRUID HILL PARK.

freshly planted evergreens upon many of the mounds are an assurance that those who are gone are *not* so soon forgotten. In addition to the above, there are a number of Cemeteries in and around our City, some extending over a greater area than Greenmount, and several highly ornamented and possessing considerable natural attractiveness.

Upon opening this volume the reader will find a very comprehensive MAP OF BALTIMORE and its environs. The present boundaries of the city are clearly indicated, as also those portions lying beyond the corporate limits, together with the straggling villages located within one and a half miles of the City proper. By reference to the Map it will be seen that much of what *should* constitute the City of Baltimore lies in the county. The City itself covers an area of but 10,000 acres. The boundaries established in 1816 by legislative enactment have never been changed. Efforts, oft repeated, have been made by our citizens but for reasons presently stated the enlargement of the City limits has been deferred until

hope has well nigh sickened and died. The census of 1870 places the population of the City proper at 267,354. The unfairness of this estimate, not to characterize it by a harsher term, is glaring to every resident of Baltimore, and its palpable absurdity would provoke a smile were it not so serious in its consequences to the welfare of our City and State. A subsequent enumeration under the direction of the City government, hurried in its character, and hence liable to many errors against the City, made the population of Baltimore 283,875. We must not be understood as accepting either of these sets of figures as a correct exhibit of our numerical strength; on the contrary a census taken by a thoroughly reliable citizen of Baltimore, and taken under circumstances from which accuracy may be reasonably inferred, has placed the population far beyond either of these enumerations. But assuming 283,875, the number ascertained by the municipal authorities, as the population of Baltimore in 1870, that portion of the City which lies outside of the corporate limits, and which probably will soon be brought under the control of the corporation, would have swelled the number of inhabitants to 350,000, and would have made Baltimore in this respect the fourth city in the United States.

That the extension of the City limits cannot be much longer delayed is apparent to the opponents as well as to the friends of the measure. Baltimore County has heretofore claimed, and with some show of reason, that by wresting from her this large and valuable slice of her domain, the City will so diminish the basis of taxation as to embarrass the county government. The City on the other hand desires room for expansion, and the people who live on the debateable ground are crying out for the protection and benefits that will accrue to them from annexation. The requirements of our rapidly increasing population and the advantages which the middle and poorer classes, residing on the outskirts of Baltimore, will reap from the enlargement of her boundaries, constant supplies of gas, water and the like, with the security afforded by a well regulated police force, must in a brief space override any minor considerations.

The people of the county feel that the blow is inevitable, and already many are favoring the annexation of Baltimore County in its entirety in imitation of the example set by Philadelphia and New York, while others are beginning to realize that the decrease in the revenues of the county would be temporary, as the prosperity of Baltimore must eventually inure to the advantage of the territory which surrounds her.

The enlargement of the City limits once determined, the ægis of the municipal government extended over this region would produce that feeling of security which is certainly lacking now, and which would lead mechanics and operatives to lease lots and erect for their families houses where their close proximity to the agricultural districts would insure the very cheapest rates of living. The intermediate spaces between Baltimore and the towns within the circle of expansion would rapidly fill up with a thrifty population, while satellites would multiply about the parent city.

This has been the experience of all great cities in the past, and, when similar influences are working with ten-fold force in our midst, can we doubt that the analogy will be complete?

In concluding an article which has for its object the exposition of the resources of Baltimore, it may be well to summarize the forces that have ministered to her importance. The great natural necessities in these days of steam-power are *iron* and *fuel;* iron to be worked into the multitudinous forms of which it is susceptible, and which the ingenuity of man has discovered, and fuel to supply the motive-power for its manipulation. Wood in this country, where it was supposed it would be abundant for many generations, is actually becoming a scarce commodity before one hundred years of the national life have transpired, and in some places the system, so long in vogue in Great Britain and on the continent of Europe, the plan of setting out groves of trees as a farmer would a crop of corn, has already been adopted.

A substitute, under the circumstances, becomes a matter of the first importance, and wherever this can be found, trade and commerce will necessarily gravitate towards that point rather than to a locality unfortunately bereft of this wonderful auxiliary in the the march of Progress.

Baltimore is *absolutely* independent of her sister cities in these respects. The bituminous coal beds of Alleghany, West Virginia and portions of Pennsylvania have been barely opened; in fact, several of those in the vicinity of Cumberland have never been tapped, and, though it is known that the supply is vast beyond computation, its real richness is as yet only conjectural.

The Baltimore and Ohio Railroad, a mammoth corporation, and the Chesapeake and Ohio Canal, almost equally extensive in its operations, with their combined strength have been utterly unable to develop these beds of wealth beyond the threshold, and two more railroads are now projected for the purpose of bringing the coals to our city. In addition, the various species of this mineral, such as gas, cannel and anthracite coal, are supplied by the numerous roads leading to Baltimore, in unlimited quantities. Iron is so plentifully imbedded in the soil of Maryland as almost to constitute the State a great bed of this ore. In Alleghany, Anne Arundel, Baltimore, Cecil, Frederick, Garrett, Harford, Howard, Prince George's, Queen Anne's, Washington and Worcester Counties the beds of ore, inexhaustible and of the finest description, are being worked with profit to their owners and to the rapid advancement of our City, into whose lap the most of this metal is poured. Besides the coal and iron of Alleghany, lime stone, sand stone, hydraulic cement, and wonderful water-powers abound, and the city of Cumberland, the county seat, is rapidly becoming the centre of a very important trade, the enterprise of her citizens expediting this result and exhibiting an example that might be followed with a happy issue by others.

Anne Arundel County, in addition to the supply of iron ore, possesses a wide stretch of fertile territory where tobacco and grain are grown in large quantities, and truck-gardens are located sufficient in themselves to supply the demand in Baltimore for fresh and wholesome vegetables. Annapolis, the county seat, and capital of the State, is one of the oldest cities in America, and notable as being the place where the illustrious Washington resigned his sword after the completion of his labors in the War of Independence, and as still possessing the building (State House) in which the deed was done, and where Congress met immediately after the same war. This city is remarkable also as having produced a number of the most distinguished lawyers that have ever graced the Bar in this country.

Baltimore County, in addition to her great beds of iron ore, has fine water-powers, and is noted for her extensive milling operations, carpet, cotton and woollen factories, furnaces, foundries, paper and flouring mills. The finest and strongest cotton-duck and flour equal to any manufactured in the world are made here. This county contains also valuable copper mines and chrome ore, a large proportion of the latter article used in the State being obtained from Baltimore County. Exhaustless quarries of marble, lime stone and building stone are found here, from the latter of which gneiss and granite are taken in large quantities.

Calvert County produces the best tobacco grown in the State, as well as boundless supplies of fish, oysters and wild fowl, and tripoli is found in many localities.

Caroline County, on the Eastern Shore of Maryland, is celebrated for its fine peaches and fruits of all descriptions, and this remark will apply with equal force to Dorchester, Kent, Queen Anne's, Somerset, Talbot, Wicomico and Worcester, all located on the same side of the Chesapeake. Their mild climate, rich soil and proximity to the Bay and Ocean enable them to produce the earliest and most superior fruits and vegetables, which are sent in large quantities to the Northern cities, where they find a ready sale at fancy prices. Large supplies of shell-marl, green sand and marl are found in this section, the latter furnishing an excellent manure, by means of which the strength of the land can be regularly renewed.

Carroll County possesses first-class water-powers, cotton and woollen factories, merchant and paper mills, also a great number of tanneries, copper mines and extensive quarries of granite, marble, lime stone, soap stone and slate.

Cecil County has quarries of granite and soap stone, the most valuable chrome mines in the world, clay for fire-bricks, fine water-powers, great shad and herring fisheries, kaolin or porcelain clay, and a tremendous trade at Port Deposit, on the Susquehanna river, in lumber and logs.

Frederick County has an abundance of water-power, a large number of mills, tanneries and various domestic manufactures, quarries of lime stone and slate, copper mines, a species of stone similar to Italian marble, and a quarry resembling *verde-antique*, together with marble of variegated colors, the light and dark red prevailing. Frederick City, the county seat, is a large and thriving town, with an intelligent and energetic population.

Harford County contains extensive water-power, furnaces, factories, foundries, flour mills, quarries of building stone, gneiss or granite, iron ore and valuable chrome beds, quarries of slate and kaolin or porcelain clay.

Howard County has factories, mills, furnaces, quarries of lime stone, also a stone that resembles very much Quincy granite, and Porphyritic granite.

Montgomery County possesses quarries of sand stone and marble, excellent roofing slate, other building stone, also chrome ore and fine water-powers.

Prince George's County, in addition to iron ore, sulphuret of iron, bole, tripoli and large shad and herring fisheries, produces the largest quantity of tobacco grown by any single county in the United States, and contains large cotton factories.

Saint Mary's County is the oldest in the State, and the first government of the Province had its seat there for many years. Marl is abundant and tobacco the principal crop.

Washington County produces lime stone, slate of a very superior quality, emery or corundum, and is a great grain growing section of the State, containing extensive flouring mills. Hagerstown, the county seat, is a prosperous and growing city. *

Of course the resources of the counties would advance but little the interests of Baltimore City were there not convenient methods of reaching them. Let us see what they are. Through Baltimore County the lines of four extensive railroad corporations already pass at such favorable distances that nearly all the wealth to which we have just alluded may be poured into our City in quantities to suit the demand of the market. Shorter lines of railroad stretch their arms into the richest portions of her territory in all directions, while county roads of the first excellence offer the strongest inducements to producers. Another very useful railroad, the Maryland Central, is about to be put under contract. It will pass through the most fertile sections of Baltimore and Harford Counties, fixing its terminus at the Pennsylvania line. The northwestern tier of counties, Montgomery, Frederick, Washington and Alleghany are pierced in all directions by the Baltimore and Ohio Railroad and its branches, and bounded on the south by the Chesapeake and Ohio Canal, while Carroll, Frederick and Washington Counties are almost bisected by the Western Maryland Railroad. Harford and Cecil are crossed by the Philadelphia, Wilmington and Baltimore Railroad, and the latter is intersected at various points by the Philadelphia and Baltimore Central Railroad, and the Columbia and Port Deposit Railroad.

The Baltimore and Ohio, and its branches, pass through Howard County in several places. This County is also tapped by a number of short lines.

The lower tier of counties on the Western Shore consisting of Prince George's, Anne Arundel, Calvert, Charles and St. Mary's, much the larger portions of which have been heretofore without railroad communication with Baltimore, are about to be abundantly supplied. Already the Baltimore and Ohio through its branches strikes Anne Arundel and Prince George's, and brings the former into easy communication with our City by

*NOTE.—The author desires to express his obligations for facts relating to the Counties to a volume entitled "The Atlas of Maryland, District of Columbia, and the United States," by S. J. Martenet, H. F. Walling and O. W. Gray. G. W. H.

means of the Annapolis and Elkridge Railroad, while the Baltimore and Potomac Railroad passes directly through Anne Arundel, Prince George's and Charles to the Potomac River. The Drum Point Railroad, at present under contract, bisects Anne Arundel and Calvert through their entire length and strikes the Patuxent at its mouth. The Washington City and Point Lookout Railroad, which is also under contract, will run from Washington City down through Prince George's, Charles and St. Mary's to Point Lookout, the extreme southern end of the Peninsula and intersecting the Baltimore and Potomac at a point in Prince George's, will bring the produce of these counties directly to Baltimore. Already the Baltimore and Potomac Railroad connects with the great Union Railroad, a road incorporated to unite all the lines of Railway running into Baltimore, and arrangements are now being perfected by which the Drum Point Railroad will leave its terminus at Brooklyn, on the Patapsco, and passing round the City, will enter the same road at the tunnel.

It must also be borne in mind that these lower counties are intersected in all directions by navigable rivers and streams which furnish by far the cheapest mode of transportation.

We have reserved the Eastern Shore Counties until the last. They have never heretofore had railroad communication with our City save by long and circuitous routes which were practically, barriers to commercial intercourse, and the Bay and its tributaries have been relied upon as a means for securing the produce of that wealthy section of Maryland. Much of the valuable traffic which should have found its way to Baltimore, the great metropolis of the State, was on this account diverted to Philadelphia by the extensive railroad connections with that city through Delaware. The surface of the land on the Eastern Shore is admirably adapted to railroad construction, and unusual energy has been displayed in the location of those wonderful adjuncts to civilization. Besides the great facilities they possess for water communication, each county can boast its railroad, all of which connect with the Delaware Railroad, which meets the Philadelphia, Wilmington and Baltimore Railroad, 71 miles from Baltimore and 28 miles from Philadelphia, thus naturally urging trade to the latter city.

All this is about to be changed and by a means so simple as to cause amazement that the project has never been seriously entertained before. The Baltimore, Chesapeake and Delaware Bay Railroad Company has been organized and the money necessary for the construction of the road subscribed. It is to be built from Love Point, the northern extremity of Kent Island, on the Chesapeake Bay, (18 miles from Baltimore) immediately across the Eastern Shore, through the counties of Queen Anne's and Caroline, to Harrington in Delaware, a distance of 40 miles, where it connects with the Delaware and the Junction and Breakwater Railroads. The connection with the latter road unites by an air-line the Chesapeake and Delaware Bays. The results to Baltimore will be, first, communication with New York by the cheapest and pleasantest route yet projected, the Company having contracted with the Lorillard Steamship Company to take freight and passengers from the Delaware Breakwater to New York immediately upon the arrival of the train, while several Baltimore corporations are at present striving to secure the contract for their conveyance between Baltimore and the railroad depot at Love Point on the Eastern Shore of the Chesapeake. This will constitute during much the larger portion of the year the most agreeable line of travel between Baltimore and New York, and by all odds the cheapest route for freight at all seasons. There will be but one change on the line, as the cars will be carried across the Chesapeake on very heavy steamers. But this is the least of the advantages likely to accrue to Baltimore from the building of this railroad. It will run within a stone's throw of Queenstown, the western terminus of the Queen, Anne's and Kent Railroad, with which, of course, connection will be made and which intersects the Kent County Railroad at Massey's Junction. It will intersect the Maryland and Delaware Railroad at Hillsborough, and thus the productions of Kent, Queen Anne's, Talbot and Caroline, will be immediately diverted to Baltimore. At Harrington, it will tap the

Delaware Railroad, the real main-stem of all the railroads south of that point, and thus the productions of Dorchester County, through the Dorchester and Delaware Railroad; of Wicomico, through the Delaware and the Wicomico and Pocomoke Railroads; of Worcester through the latter and the Worcester Railroad, and of Somerset through the Eastern Shore Railroad, will all be poured into Baltimore, while much of the produce of Delaware will follow the same channel; trade always chosing for itself the most natural and expeditious routes. It will thus be seen that through this little railroad only forty miles in length, and which will be constructed at comparatively insignificant cost, all the trade of the purely Eastern Shore Counties, and much of the State of Delaware, will be attracted to our City, the route to Baltimore being shorter by one half than that which now draws a large portion of this trade to Philadelphia.

It is proposed to construct another line of railroad between this City and New York. The New Jersey Southern Railroad, which has recently changed hands it is said, proposes to build a road across the Delaware River, somewhere in the neighborhood of Fort Penn, which will strike the Delaware Railroad at Townsend, and from thence using the Townsend Branch Railroad, and the Kent County Railroad, will reach a point on the Chesapeake Bay near Rock Hall. Here passengers and freight will be shipped direct to Baltimore in steamers constructed for the purpose.

If carried out, this route will prove as effectual in diverting to Baltimore the trade of the Eastern Shore and Delaware as the road mentioned above.

The City by its admirable location, situated in the very heart of the country, at the head of a bay which is superior to the ocean because of the protection it affords to shipping, gives access to a broad reach of territory on either side, from which stores can be drained by water communication, and the receipts of our foreign and domestic commerce distributed at the smallest possible cost to producers.

The great grain fields of the far West are made tributary to her through gigantic lines of railway; the Valley of Virginia, teeming with cereals, mineral wealth and forests of inestimable value, through the same source pours into the City its varied productions; the South, with its inexhaustible resources, lumber, cotton, rice, tar, pitch, turpentine, rosin and tobacco is linked with her by splendid lines of steamers; competing railroad corporations are already struggling for the mastery in their efforts to empty into her lap the riches of the Central West, and the great Mississippi Valley; her enterprising merchants, business men and railroad companies have established, in connection with foreign corporations, magnificent lines of steamers which connect the City with the prominent ports of Europe, and the cheapness of these modes of communication are being practically demonstrated to the satisfaction of the South and West; her inner attractions, her beautiful parks, public squares, refined society, handsome and well ventilated thoroughfares, the high moral tone of her citizens, healthfulness, cheapness of living within her limits, her institutions, and the hospitality which has distinguished her in every period of her history, her iron works, cotton factories, sugar refineries, machine shops, glass works, flour mills, and her other great and important interests, have all been elaborated with care in the progress of this volume.

To predicate the future of Baltimore, with such a combination of resources as a basis, requires neither the use of isothermal lines, nor analytic deduction extending through long cycles of ages. Theories may be true and useful, but facts are stubborn and indisputable. The future of Baltimore depends upon but one hypothesis. The elements of her present and prospective greatness stare us in the face and need only utilization by a proportionate amount of energy on the part of our people to realize a prosperity scarcely exampled in the history of the world.

UNIVERSITY OF MARYLAND
SCHOOL OF MEDICINE.

Hon. SEVERN TEACKLE WALLIS, LL. D., Provost.

FACULTY.

NATHAN R. SMITH, M. D.
Emeritus Professor of Surgery and President of the Faculty.

WILLIAM E. A. AIKIN, M. D., LL. D.
Professor of Chemistry and Pharmacy.

GEORGE W. MILTENBERGER, M. D
Professor of Obstetrics.

RICHARD McSHERRY, M. D.
Prof. of Principles and Practice of Medicine.

CHRISTOPHER JOHNSTON, M. D.
Professor of Surgery.

FRANK DONALDSON, M. D.
Professor of Physiology and Hygiene, and Clinical Professor of Diseases of the Throat, Lungs and Heart.

SAMUEL C. CHEW, M. D.
Professor of Materia Medica and Therapeutics, and Clinical Medicine.

WILLIAM T. HOWARD, M. D.
Professor of Diseases of Women and Children and Clinical Medicine.

JULIAN J. CHISOLM, M. D.
Professor of the Diseases of the Eye and Ear.

FRANCIS T. MILES, M. D.
Professor of Anatomy, and Clinical Professor of Diseases of the Nervous System.

ALAN P. SMITH, M. D.
Professor of Operative Surgery.

L. McLANE TIFFANY, M. D.
Demonstrator of Anatomy.

The regular course of Lectures commences on the 1st of October, and terminates on the last day of February.
For further information apply to any member of the Faculty for an annual Circular.
Note.—See pages 74, 75 and 76 for further information in regard to the University of Maryland.

THE WASHINGTON UNIVERSITY.

SCHOOL OF MEDICINE.

BALTIMORE, MD.

ANNOUNCEMENT.

The Winter Session begins on the 1st of October, and terminates on the 22d of February. The Summer Session begins on the 2d Monday in March, and continues four months.

FEES, STATUTES, &c.—Full course of Lectures, including Dissection and Hospital Tickets, $65.00. Matriculation Fee (paid but once), $5.00. Graduation Fee, $20.00. All fees, except the graduation, must be paid at the beginning of the session.

FACULTY.

JOSEPH E. CLAGETT, M. D.,
Professor of Obstetrics.

JOHN F. MONMONIER, M. D.,
Professor of Physiology.

MARTIN P. SCOTT, M. D.,
Professor of the Diseases of Women.

CHAS. W. CHANCELLOR, M. D.,
Professor of Surgery.

JAS. E. LINDSAY, M. D.,
Professor of Chemistry.

A. B. ARNOLD, M. D.,
Professor of Practice of Medicine.

J. S. CONRAD, M. D.,
Professor of Materia Medica.

H. B. TRIST, M. D.,
Professor of Anatomy.

For further information or circulars, address,

Prof. CHAS. W. CHANCELLOR, M. D.,
DEAN OF THE FACULTY.

INSTITUTION FOR THE EDUCATION OF THE DEAF AND DUMB,
(WM. F. WEBER, Archt.)
FREDERICK CITY, MD.

WM. F. WEBER,
ARCHITECT,
COR. CHARLES AND LEXINGTON STS., BALTIMORE.

BALTIMORE

College of Dental Surgery

No. 2 NORTH GREENE STREET.

The Baltimore College of Dental Surgery, the oldest Dental College in the world, was incorporated by an act of the Legislature of the State of Maryland in the year 1839.

Six hundred and sixty-four students have had conferred upon them the degree of "Doctor of Dental Surgery" by this institution since its organization, and its diploma is recognized in all civilized countries as a testimonial of proficiency in the science of Dentistry.

The majority of the eminent practitioners of Dentistry in Europe are graduates of this College, and there are but few Dental Colleges in this country in whose Faculties are not found graduates of the Baltimore College.

FACULTY.

PHILIP H. AUSTEN, A. M., M. D., D. D. S.
Professor of Dental Science and Mechanism,

FERDINAND J. S. GORGAS, A. M., M. D., D. D. S.
Professor of Dental Surgery and Therapeutics.

HENRY REGINAL NOEL, M. D.
Professor of Physiology and Pathology.

E. LLOYD HOWARD, A. M., M. D.
Professor of Anatomy.

M. J. DEROSSET, A. M., M. D.
Professor of Chemistry and Materia Medica.

JAMES H. HARRIS, M. D., D. D. S.
Professor of Clinical Dentistry.

WILLIAM FARMER, M. D., D. D. S.
Demonstrator of Operative Dentistry.

B. M. WILKERSON, M. D., D. D. S.
Demonstrator of Mechanical Dentistry.

THOMAS S. LATIMER, M. D.
Demonstrator of Anatomy.

The regular sessions commence in October of each year, and continue until March.

FOR FURTHER INFORMATION ADDRESS,

F. J. S. GORGAS, M. D., D. D. S.
DEAN OF THE FACULTY,
259 N. EUTAW STREET, BALTIMORE, MD.

NOTE.—See pages 76, 77 and 78 for further information in regard to Dentistry.

BALTIMORE EYE AND EAR INSTITUTE,

55 FRANKLIN STREET,

BALTIMORE.

JULIAN J. CHISOLM, M.D.

PROFESSOR OF EYE AND EAR DISEASES IN THE UNIVERSITY OF MARYLAND,

SURGEON IN CHARGE.

One of the largest and finest Residences in the City of Baltimore has been purchased, and fitted up with every convenience as a "HOME" for persons suffering from Eye and Ear Diseases who come to Baltimore for Surgical treatment. The SURGEON IN CHARGE RESIDES IN THE INSTITUTION, so that he can visit his Patients frequently, and at all hours.

For further information apply to

JULIAN J. CHISOLM, M.D.,
55 Franklin Street,
BALTIMORE.

MARYLAND EYE AND EAR INSTITUTE,

66 N. CHARLES ST. and 77 SARATOGA ST.
BALTIMORE.

OFFICERS.

PRESIDENT—JOHN B. MORRIS, ESQ.
VICE PRESIDENTS—B. F. NEWCOMER, ESQ., CHRISTIAN AX, ESQ.
SECRETARY—J. J. STEWART, ESQ.
TREASURER—WILLIAM WILKENS, ESQ.

BOARD OF DIRECTORS.

JOHNS HOPKINS, Esq.	CHRISTIAN AX, Esq.	JOHN H. B. LATROBE, Esq.	H. H. GRAUB, Esq.
JOHN B. MORRIS, Esq.	J. HARMANUS FISHER, Esq.	C. MORTON STEWART, Esq.	DR. W. CREW VAN BIBBER,
Hon. G. W. DOBBIN,	JACOB TRUST Esq.	CHARLES G. KERR, Esq.	DR. JAMES CARY THOMAS,
B. F. NEWCOMER, Esq.	G. W. GAIL, Esq.	JOHN STELLMAN, Esq.	DR. JOHN MORRIS,
SAM'L M. SHOEMAKER, Esq.	JOHN A. NICHOLS, Esq.	WILLIAM WILKENS, Esq.	DR. J. L. WARFIELD,
WILLIAM F. FRICK, Esq.	Col. S. M. HESS,	J. J. STEWART, Esq.	DR. GEORGE REULING.

Surgeon in Charge, GEORGE REULING, M. D.

We respectfully announce to the Medical Profession and Public generally, that this Institute, incorporated April 3d, 1869, and now located at No. 66 N. Charles Street, and No. 77 Saratoga Street, has been lately enlarged and improved, and offers increased facilities for the treatment of those suffering from

DISEASES OF THE EYE AND EAR.

Application should be made to GEO. REULING, M. D., Surgeon in Charge.

A. HOEN & CO.

ESTABLISHED 1835

Lithographers & Chromo Printers

CORNER OF SECOND & HOLLIDAY STS.

BALTIMORE

CORNER OF SECOND & HOLLIDAY STS.

The largest and most complete Establishment South of New York.

A call and Examination of Specimens is solicited.

ALBEN & CO.

DESIGNERS, ENGRAVERS

Lithographers

ENGRAVING on WOOD

FINE JOB PRINTING

AND

STEAM POWER PRINTERS,

Corner of SECOND AND Holliday Sts.

BALTIMORE.

Oyster, Fruit and Vegetable Packing.

THE Oyster Trade of Baltimore City, in its various branches, constitutes a most important industry, and one which has no rival in the other cities of the United States. The unlimited supply afforded by the Chesapeake Bay and its tributaries, and the superiority and delicate flavor of the Oysters, make it impossible for any other city in the world to compete with Baltimore in this regard. About thirty years ago a single house was established on Federal Hill, for the canning of cooked Oysters; its owner had discovered the secret of sealing the cans, and vainly imagined that it could be confined within his own brain. He wore his life away in his efforts to amass a fortune, and his secret was soon discovered, which, in course of time was to convey to sections that had scarcely heard by name of the delicious bivalves, bountiful supplies as fresh and as pure as those to be found on our tables. At present there are more than one hundred packing establishments engaged in the business, some of which employ as many as six hundred hands; upwards of twenty thousand persons are identified with the trade from first to last, in some form. A failure of the Oyster supply would bring distress to hundreds of households. Our space does not permit a detailed statement of the *modus operandi* of packing. Eight hundred pungies or small schooners and fully three thousand smaller boats are engaged in gathering Oysters. They commence work about the middle of September. The pungies separate the Oysters from the beds by means of dredges, while from the smaller boats tongs or rakes are plied by hand. The Oysters brought to the packing establishments are shucked, and if intended for shipment raw, are washed, and packed in the cans until every particle of air is excluded, and hermetically sealed; or they are first cooked and then packed in the same manner. As an exhibit of the amount of packing done, fifty thousand cans of raw are put up daily by a single house, and thirty thousand cans of cooked Oysters by another. The trade is kept up without intermission until the warm days of spring warn the proprietors that the Oysters will soon be unfit for use. There is then a short intermission; the hands are suffered to take a holiday and the pungies lie idly at the wharves. In a very few weeks fleets of these small vessels line the waters of the bay, and the streams which flow into it. The orchards and market-gardens adjacent to the streams are stripped of their fruits and vegetables, the packing-houses are transformed into huge bee-hives, the operatives go to work with renewed vigor, countless thousands of boxes of these perishable productions of the soil are poured into their insatiable reservoirs, and by a process somewhat similar to that made use of in Oyster packing, are stored away in cans and sent to all sections of the world to be kept pure and fresh until demanded by the ever increasing requirements of modern palates. Pickles, Sauces, Preserves, are all canned in large quantities by the packers and find

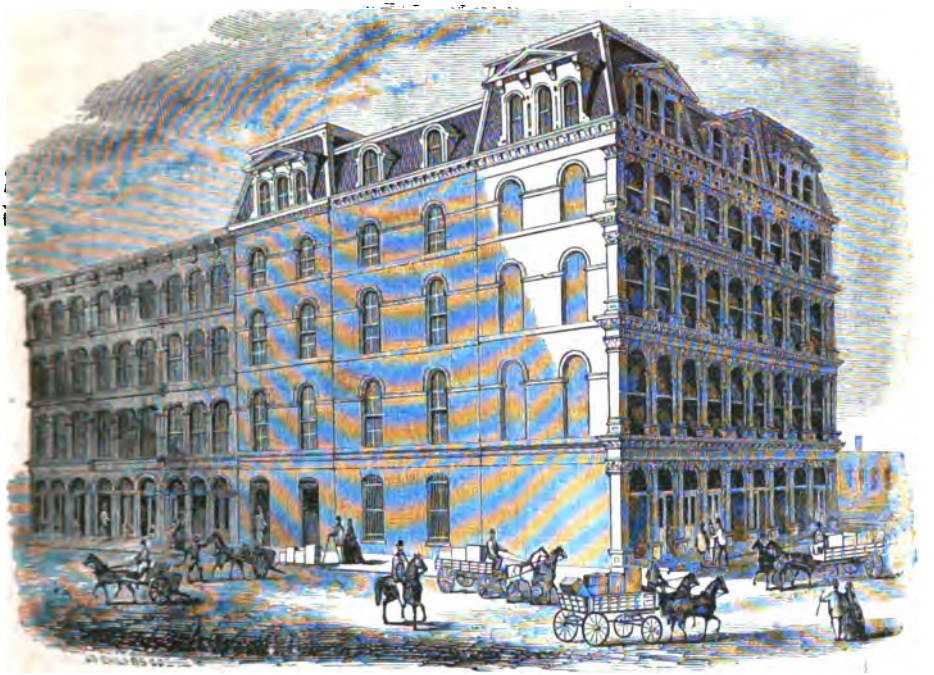
a rapid sale in the market. These canned Oysters, Fruits and Vegetables are sent to all portions of the United States, and are exported to all sections of the civilized world. The Hindoos, the Chinese, the Japanese, and all European markets are largely supplied with canned goods from the packing-houses of the city of Baltimore. An industry so extensive necessarily tends to the development of other branches of trade intimately connected with it; among these is the manufacture of tin-cans.

A few of the packing-houses find it convenient to import their own tin and make their own cans. The machinery for this and the hands employed form no inconsiderable portion of the whole establishment, but by far the larger number rely upon the houses which have been established in the city exclusively for that purpose. The increase in the importation and manufacture of tin has kept pace with the development of the packing trade, and at this writing it is estimated that between twenty and thirty million cans are manufactured yearly for this market.

The trade is increasing and the resources for conducting the packing business are inexhaustible. It is impossible to fix any limits to this branch of the trade of Baltimore in the future. Another business connected with the packing trade deserves notice. The cans of Oysters, Fruits or Vegetables, after they are sealed, are supplied with labels denoting the character of their contents. Great competition has arisen between the firms engaged in the business, and they have sought to secure the most unique and beautiful designs, with which to advertise their wares to the world. Large printing-houses now exist in the city whose sole occupation is the printing of these labels. Much capital has been employed and great pains taken to reduce their designs to perfection. The result is that many of these designs at first glance can scarcely be distinguished from wood engravings. Where so many Oysters are shucked the question will naturally be asked, what becomes of the shells.

Many of the larger packing-houses have extensive lime-kilns, with a capacity of one thousand to twelve hundred bushels each. One firm alone burns twenty thousand bushels into lime every four days, and has made as much as six hundred thousand bushels of pure white lime in a year. Even this immense quantity does not dispose of the accumulations, and in many instances farmers and others are paid to haul away the shells for the construction of roads, or the improvement of the lands adjacent to the city. It will be seen from the above that the packing trade is already of paramount importance in Baltimore, and is rapidly increasing in extent and the number of substantial citizens engaged in it.

The Oyster laws of the State form no inconsiderable portion of the Code, and the efforts of legislators have latterly been directed to the regulation of the manner of taking the Oysters, that the beds may not be permanently injured by this traffic. An Oyster-navy has been established with this view, and efficient officers selected to command it; and during the season the vessels composing this water-police are constantly in motion for the purpose of enforcing the Oyster laws.



NUMSEN'S BLOCK.

WM. NUMSEN & SONS,

PRESERVERS, PICKLERS,

OYSTER PACKERS, &c.

Office, 18 Light Street,

Factories at Jackson St., Federal Hill, and German St., near Green St.

WM. NUMSEN,
J. W. NUMSEN,
N. G. NUMSEN,
WM. M. NUMSEN.

BALTIMORE.

KENSETT & CO.

Successors of THOS. KENSETT & CO.

PACKERS OF HERMETICALLY SEALED

OYSTERS, FRUITS, &c.

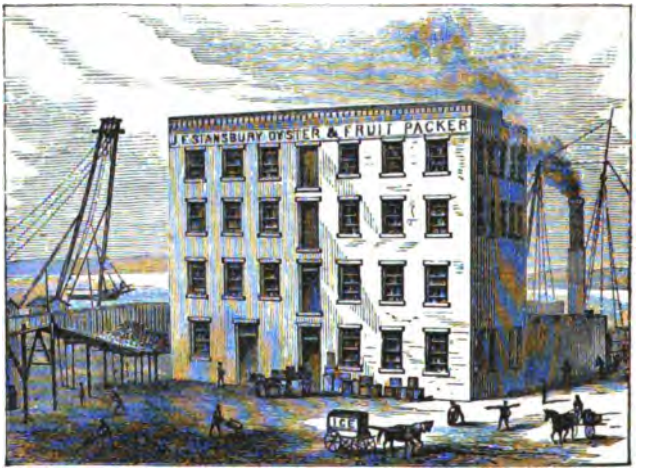
122 W. Falls Avenue,

THOMAS H. KENSETT,
HORATIO N. VAIL,
JOHN R. KENSETT.

BALTIMORE.

JAMES E. STANSBURY,

OYSTER, FRUIT AND VEGETABLE PACKER,



AND SHELL-LIME KILNS,

Atlantic Wharf, near Boston Street, Canton, BALTIMORE.

ESTABLISHED 1850.

THOS. J. MYER. A. K. SHRIVER. M. O. SHRIVER.

THOS. J. MYER & CO.

Successors to BALDWIN & MYER,

Oysters, Fruits, &c.

No. 90 WEST FALLS AVENUE,

OPPOSITE PHILADELPHIA DEPOT, BALTIMORE.

I.C MAHONY. ESTABLISHED 1853. H. FLEMING.

J. C. MAHONY & CO.

OYSTER AND FRUIT PACKERS,

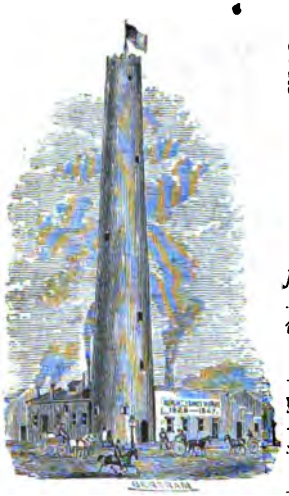
MAHONY'S WHARF, CANTON,

Baltimore.

Shot.

AMONG the most prominent objects in a distant view of Baltimore, towering far above the loftiest building, and, although situated near the water level, rivalling in height the summit of the Washington Monument, is the Merchants' Shot Tower. This immense piece of masonry was erected in 1828, and is said to be the finest specimen of brick work on this continent, and perhaps in the world. It is two hundred and twenty feet high, above the pavement, and has a foundation seventeen feet in depth, resting upon solid rock. This gives the tower the rare and important advantage of being absolutely free from vibration, except during the heaviest gales of wind, when the maximum vibration at the highest floor does not exceed four inches. This absence of vibration is essential to the perfectness of the Shot. The walls were built entirely from within, no outside scaffolding having been used; they are six feet thick at the base of the tower, tapering off to eighteen inches at the top. The circumference at the base is one hundred and twenty-nine feet. The top is reached by a spiral stairway of three hundred and ten steps.

With regard to the manufacture of the Shot, it is sufficient to say that the large sizes of Shot, from B to 3 T inclusive, are dropped from the highest floor, while the smaller numbers are dropped from the middle floor. The company which works this tower claims to make the most perfect Drop Shot in the world, in consequence of the firm foundation and substantial structure of the tower, which secures it against vibratory motion. The sizes of their Shot, moreover, are carefully graded by fixed standards, and are mathematically perfect. The manufacturing capacity of the tower is now 100,000 bags in a season; it can readily be increased to 200,000 every six months, or indeed if necessary to half a million annually.



Merchants' Shot Company,

COR. FRONT AND FAYETTE STS.

Baltimore, Md.

Having all new and the most approved machinery for the manufacture of Drop and Mould Shot and Bar Lead, the quality of our manufactured articles in sizes, style and finish is not excelled in the world.

The sizes of Shot we manufacture are

MOULD SHOT, - - No.	16	37	55	1 C	A P	N P	000	00	0	1	2	3
Number to the Pound.	16	37	55	212	51	85	85	111	144	170	250	340
				Colt's Army. Pistol.		Navy.					Buck Shot.	

DROP SHOT.—TTT TT T BBB BB B 1 2 3 4 5 6 7 8 9 10 11 12 13 14

HENRY D. HARVEY, President. LUCIEN O'CONNOR, Secretary, *pro tem.*

DIRECTORS.

HENRY D. HARVEY.

JAMES HOOPER, Jr., of James Hooper & Sons,
GEORGE N. EATON, of Eaton Bros. & Co.
GEORGE WM. BROWN, late Mayor of Baltimore,
FRANCIS A. CROOK, Treas Balto. Equitable Society,
WILLIAM WILSON, Jr., of Wilson, Burns & Co.
GEORGE W. CORNER, of James Corner & Sons.

Provisions.

THE immediate connection of Baltimore with the West, renders it the chief point for distribution southward, of the great Provision supplies from that important and rapidly growing section of our country. It has long been known as one of the cheapest ports for this purpose on the entire seaboard; but the Provision trade with the States of Georgia and South Carolina was in some measure diminished by the establishment of direct lines of railway to the Mississippi valley. The trade with the Southern Atlantic States has however been largely augmented of late years, both through a disposition to purchase in Baltimore, and because the consumption in those States has greatly increased. In view of this fact, the railways and lines of steamers communicating directly or indirectly with the South, have become much more active than formerly. During 1872 Baltimore distributed 70,000 hhds. of bacon and bulk meats; 20,000 casks of hams; 50,000 tierces of lard; 30,000 bbls. of pork. A large proportion of these articles is sent to the West Indies and points further South; while to Great Britain and Germany great quantities of lard are shipped annually. The aggregate export of lard to Liverpool and Bremen alone, in 1871, was about half the total amount of 4,877,470 lbs. The demand for this article has become so great, that the refining of the cruder grades has risen within a short period into a very important branch of manufacture, of which we treat in the succeeding article.

GEORGE & JENKINS

Dealers in HAMS SIDES SHOULDERS

BEEF PORK & LARD

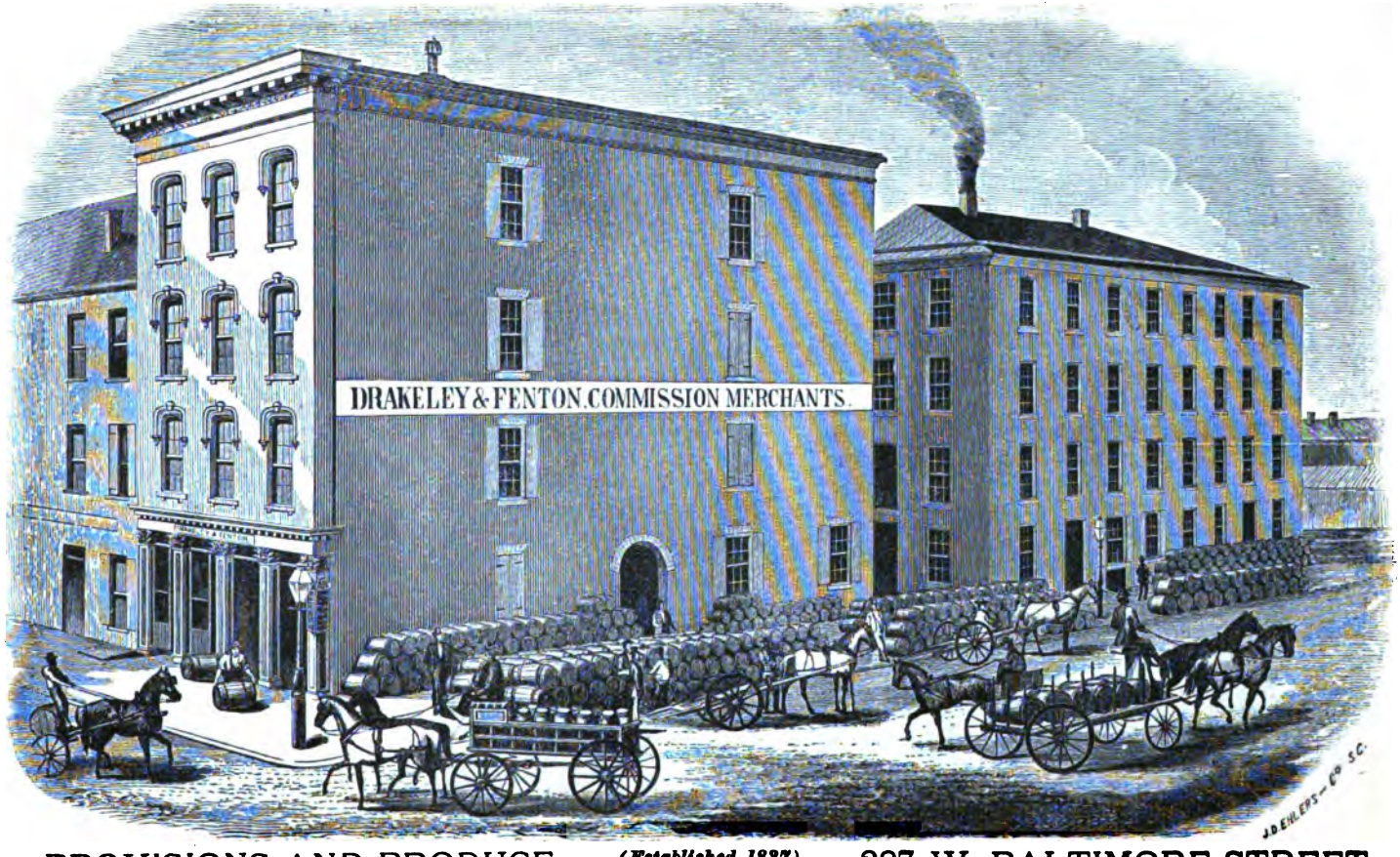
MANUFACTURERS OF

REFINED LARD & LARD OIL,

No. 48 SOUTH ST.

BALTIMORE.

HENRY W. DRAKELEY. AARON FENTON. JOEL HINMAN.



PROVISIONS AND PRODUCE. *(Established 1837)* 387 W. BALTIMORE STREET.

Refined Lard.

WITHIN three or four years past a new branch of the Provision trade has arisen in Baltimore, and, growing with astonishing rapidity, has already become one of the important departments of manufacture and commerce. This is the preparation and exportation of Refined Lard. The crude article, formerly exported as received from Western markets, is now cleansed of impurities, in establishments conducted on a very large scale, and being thus rendered easier to handle, as well as fitter for use, is sent in immense lots to Europe and elsewhere. There are four refineries now engaged in this business, which, only three or four years ago, was almost unknown; and of these four, two are also occupied in the preparation of Lard Oil.

The shipments for the last three years have been as follows:

1870	1,791,360 lbs.
1871	4,876,760 "
1872	12,622,649 "

G. CASSARD & SON,

Pork Packers, Ham Curers,

AND DEALERS IN

PROVISIONS, PRIME LARD AND LARD OIL,

Nos. 407 & 409 West Baltimore Street,

Baltimore.

GEO. CASSARD & CO.

Dealers in Sugar-Cured Hams,

SHOULDERS, SIDES, PORK, LARD,

AND

PROVISIONS GENERALLY,

No. 46 SOUTH STREET, BALTIMORE.

THOMAS CASSARD. JOHN CASSARD. F. W. CASSARD.

CASSARD BROTHERS,

LARD REFINERS

AND

PROVISION MERCHANTS,

NO. 61 SOUTH STREET,

BALTIMORE.

Butter and Cheese.

AS a market for Butter and Cheese, produced in the great pasture lands of the country, Baltimore now fairly rivals New York City. The trade was formerly quite inconsiderable, in the days when each farmer made into Cheese the products of his own dairy; but since the establishment of large factories, the supply now of refined quality and vast quantity, is an important branch of commerce in both of the cities named. The transportation facilities of our own market for these articles are now fully as cheap, as rapid, and as convenient as those of New York, while we are nearer to the large Cheese and Butter consuming Southern country. As a consequence of this point in our favor, so large a proportion of the annual production comes to Baltimore, that occasionally New York merchants have found it to their advantage to purchase in this city; and the daily sales here are now several hundred per centum greater than they were a few years ago. These remarks, though made especially in reference to Cheese, are equally true in regard to Butter, of which the best article is received in very large quantities as cheaply as in New York.

The trade in Butter has increased largely during the year 1872, the receipts for that period being 10,000,000 pounds, and the receipts of Cheese during the same time have aggregated fully as much as during any former year.

D. T. BUZBY & CO.

No. 6 Exchange Place,

CHEESE, BUTTER AND WESTERN PRODUCE,

Arriving Daily, and For Sale AT LOWEST MARKET RATES,

We also offer for sale at Factory prices, as Manufacturers' Wholesale Agents,

T. Kingsford & Son's Oswego Starch,

Procter & Gamble's Oleine Soap and Adamantine Candles,

Emil Mathieu & Son's Clarified Vinegar,

Stickney & Poor's Premium Mustard,

Napheys Choice Leaf Lard, in 3, 5, 10 and 25-Pound Tin Pails.

BALTIMORE STEAM SUGAR REFINERY,

WOODS, WEEKS & CO., Proprietors.

MANUFACTURERS OF ALL GRADES OF REFINED SUGARS AND SYRUPS.

STIRLING, AHRENS & CO., AGENTS, BALTIMORE

Sugar.

IN the importation of Sugar, as well as of Coffee, the business of Baltimore has increased surprisingly within three years past. In 1870, New York alone could show larger receipts; but in Sugar especially, Boston reported almost an equal amount, and Philadelphia was not far behind. In 1871, the receipts at Baltimore were nearly two-thirds as great as the aggregate of Boston, Philadelphia and New Orleans; and the current year shows thus far a still heavier augmentation of the receipts. At the close of the first six months of 1872, the aggregate of imports for those months, as compared with the corresponding period of the previous year, were as follows:

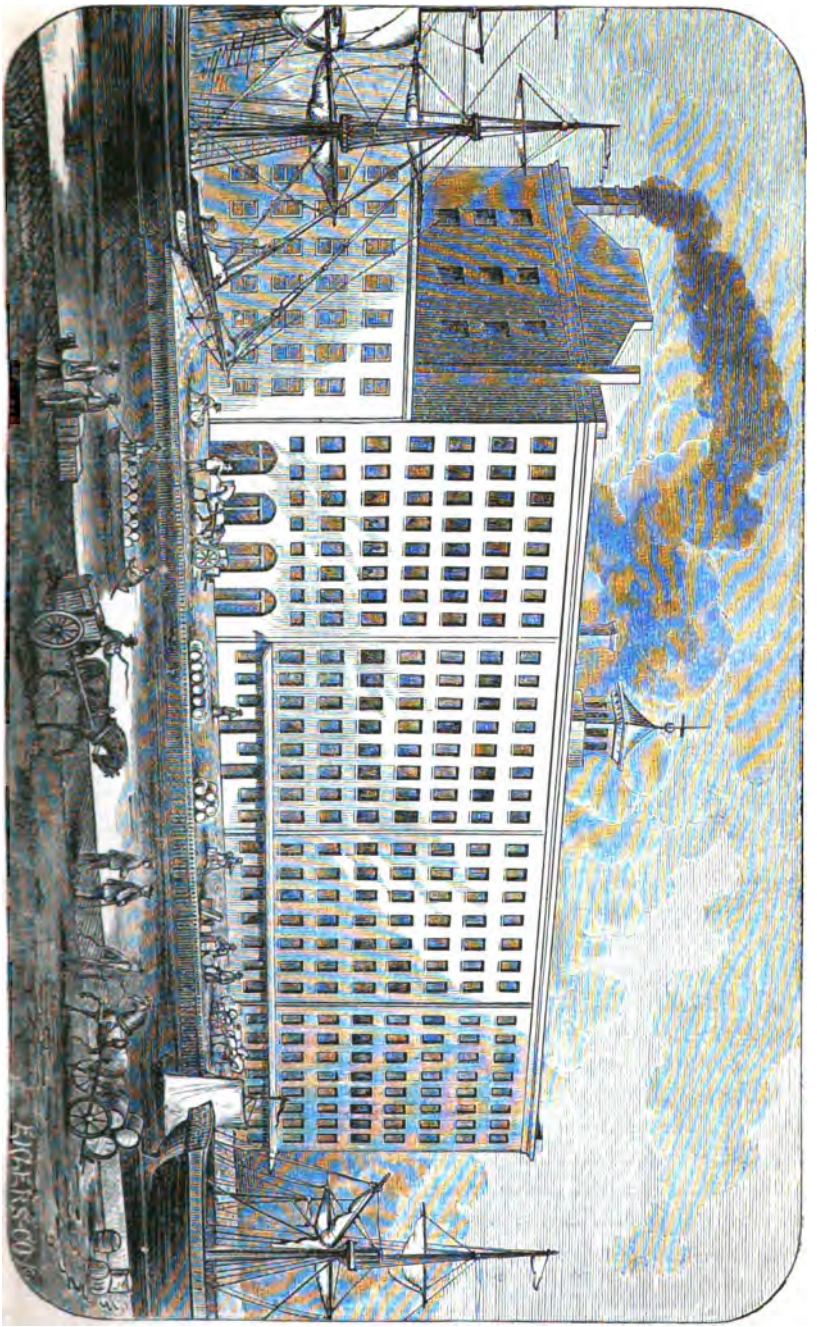
	HHDS.	BOXES.	BAGS.	TIERCES.	BBLS.
1872, . .	76,024	39,193	33,000	3,170	6,671
1871, . .	69,601	23,895	21,233	1,421	9,597
	Inc. 6,423	Inc. 15,298	Inc. 11,767	Inc. 2,769	Dec. 2,908

The rapid growth of the trade in the past four years is displayed in the following table of receipts:

1872.....	.....122,402 hhds.	70,180 boxes,	41,100 bags.
1871.....	.....122,075 "	53,945 "	44,620 "
1870.....	87,598 "	57,444 "	29,678 "
1869.....	81,461 "	57,761 "	10,930 "

These large cargoes of raw Sugars are of course brought to Baltimore not merely for local consumption; and this introduces another extensive manufacturing interest of our city—the work of the Sugar Refineries. These factories are of great importance, inasmuch as their influence upon the prosperity of the city reaches far beyond the mere employment of a given number of laborers, or the production of a certain value in merchantable wares. By them importation is promoted, and our port is made to assume a high position as the great medium of traffic in one of the principal articles of necessity in the civilized world; while every means of transportation is called into activity by the requirements for distribution of the immense product.

In the Baltimore, Maryland, Calvert and Chesapeake Refineries the aggregate amount of the crude material worked up during the year 1871 was 109,686,000 pounds, from which were produced 91,000,000 pounds refined Sugar, and 1,929,272 gallons Syrup. Two other companies, the Canton and Merchants', which are employed in preparing Sugar from Molasses, boiled in 1871, 23,000



MARYLAND SUGAR REFINING COMPANY,

A. SCHUMACHER & CO., AGENTS, O'DONNELL'S WHARF, BALTIMORE.

hogsheads of Molasses, producing 11,300,000 pounds of yellow Sugar, and 440,000 gallons of Syrup. During that year, the receipts of Molasses, though so largely in excess of the previous years, were inadequate to the needs of the several establishments, and work was suspended much earlier in the season than is usual, in consequence of the deficiency of material. The Canton company, which worked up during the season 8,000 hogsheads, with a capacity of 15,000 hogsheads, was compelled to draw half even of this reduced amount from Northern markets. This deficiency of course suggested the necessity of heavier importations, and the receipts of the current year, as shown above, have been much larger.

Baltimore is undoubtedly destined to become a great market for both crude and refined Sugars and Molasses, and the character of the gentlemen who control the trade should be a sufficient inducement for purchasers to seek our city, when the other inducements offered compare so favorably with other places.

Coffee.

COFFEE is an article of importation in which Baltimore stands second among the ports of the United States; more prominently so, indeed, than in the case of Sugar, as here the receipts are more than twice the aggregate entries at the three other chief ports, of Boston, Philadelphia and New Orleans. The amount recorded for 1871, at Baltimore, was 92,892,904 pounds, principally Brazil, (or Rio,) while the receipts at Philadelphia, 5,792,915, at Boston, 6,398,256, and at New Orleans, 33,072,914, make a total of 45,264,085 pounds—less than half that of Baltimore, notwithstanding the great importance of New Orleans as the port of distribution to the valley of the lower Mississippi. The large supply given above is yet below the real amount, as large cargoes are shipped westward under bond without showing to the credit of Baltimore on the books of the Custom-House.

The following average of monthly sales during five years will give an idea of the rapid progress of the trade:

(160 lbs. to the bag.)

For 1867	20,810 bags,	or	3,329,600 lbs.
" 1868	20,919 "	"	3,347,040 "
" 1869	29,534 "	"	4,724,440 "
" 1870	42,213 "	"	6,754,080 "
" 1871	45,900 "	"	7,344,000 "
" 1872	32,922 "	"	5,267,520 "

The crop of 1872 was short; Baltimore importing its full share.

Baltimore, indeed, has become a port of entry in coffee, even for New York merchants, in consequence of the facilities offered for economical handling, and for cheap and speedy transportation to various points in the West.

BARKLEY & HASSON,

MANUFACTURERS OF THE

"ENTERPRISE" AND CHESAPEAKE

BRANDS OF

ROASTED COFFEES,

PACKED IN 1 POUND PAPERS.

And Jobbers of Coffees and Teas,

50 SOUTH CHARLES STREET,

BALTIMORE.

ESTABLISHED 1835.

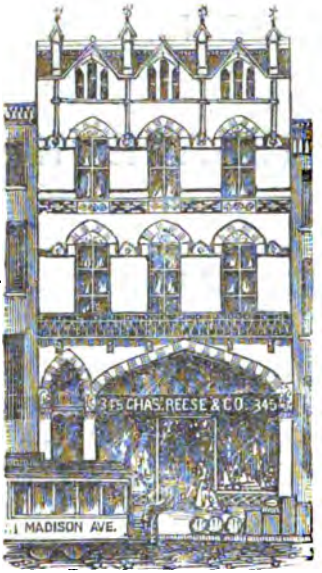
G. H. REESE & BROTHERS,

Wholesale Grocers

207 & 209

W. PRATT STREET,

BALTIMORE.



Charles Reese & Co.

Importers of & Dealers in

WINES, FRUITS

AND

Fine Groceries,

345 MADISON AVE., near Townsend St.,

BALTIMORE.

Have constantly on hand a large and carefully selected stock of fine goods, and invite inspection before purchasing elsewhere.

Our goods are put up with care, and delivered promptly, free of expense, to any part of the city or suburbs. **Send for Price List.**

Salt.

THE three great markets for Salt in this country are New Orleans, New York and Baltimore. We name them in point of prominence. The article itself is such an absolute necessity that the wonder has often been expressed from where does it all come. Liverpool, Turk's Island and some of the local wells, situated principally in the States of New York, Michigan, Ohio and West Virginia, furnish the bulk of the article consumed in this country. There have been brought from the West Indies to this port during the past year about 150,000 more bushels of Salt than at any similar period of our history. The importation from Liverpool has somewhat slackened during the same time, owing to the strikes at Liverpool, and high prices and scarcity only; but the figures made up by one of the largest Salt dealers in America, very clearly indicate that Baltimore is to become the greatest market on the Atlantic seaboard for the importation and sale of that commodity. The fact that gentlemen of undoubted probity and substantial resources have control of the Salt market in Baltimore, should be an inducement to all buyers in the South and West to come to this city for their supplies. The facilities for importation are unequalled and the prices correspondingly low. The rates of freight and railroad transportation are not surpassed in this country for cheapness, dispatch and security to the buyer.

F. BURNS, Jr.
F. H. BURNS.
WILSON BURNS & CO
WHOLESALE
GROCERS
COUNTRY PRODUCE
WHOLESALE GROCERS AND COMMISSION MERCHANTS
WILSON & BURNS
WILSON BURNS & CO
30 S. HOWARD STREET.

STEWART & CO.

WHOLESALE GROCERS,

AND

COMMISSION MERCHANTS

No. 13 N. HOWARD STREET,

BALTIMORE.

Teas.

THE Tea trade of Baltimore is a large and growing interest. Prior to the establishment of the Pacific Mail Steamship Company, Teas were brought direct from the East to New York. This Line to some extent changed the direction of Eastern goods; but the completion of the Central Pacific Railroad, and the low rates for freight established by that corporation, have effected a complete revolution in the Tea trade. Tea is now brought by water to the Pacific coast, and shipped overland to the Eastern Cities of America.

The geographical position of our City, and the energy of her Merchants, have secured for her much of the trade, which was formerly monopolized by New York. At least, one of the largest Houses in Baltimore has a member of the firm in the East, as special agent for the selection and purchase of Teas; and all those engaged in the business are very careful of the character of the goods offered to the market. Large quantities of Tea are shipped from Baltimore to the South, and South-West; and from present indications our City at no distant day will compare favorably with her sister Cities on the Atlantic coast, in this very extensive branch of commerce.

Martin Gillet,
Established 1815.

Martin Gillet & Co.
Established 1832.

MARTIN GILLET & CO.

70 EXCHANGE PLACE, BALTIMORE,

Importers of China and Japan Teas,

Also, JAPAN FANS.

Office in New York, 95 Front Street.

GEO. SANDERS & SONS,

IMPORTERS AND JOBBERS OF

TEAS,

65 EXCHANGE PLACE,

BALTIMORE.

Rice.

THE Rice Market of Baltimore, without very great variation in the total amount of its business, has changed considerably in its character during the years of which we take especial note in this sketch. Domestic crops are now consumed wholly within the United States, and fall considerably below the needs of the country; and in consequence of this, and the cheap rates of through shipment, much of the business in home-grown Rice is done in Charleston and New Orleans. On the other hand, and in consequence of this insufficiency, the receipts of foreign Rice have greatly increased, and the report of the current year shows an aggregate at least fifty per cent in excess of last or any previous year—say 25,000 bags as compared with 15,000 for the entire receipts of 1871. In exact figures, there were received last year 25,618 bags, in 1871, 15,873 bags, and in 1870, 8,980 bags. The report of domestic Rice, for the same years, shows also a slight excess in favor of 1871, over 1870, notwithstanding the short crops in the South.

Of the foreign cargoes received, fully three-fourths are sold for home consumption, but the sales for exportation to the West Indies and elsewhere abroad, are steadily increasing. Among the kinds of Rice brought from the East Indies, that called Patna Rice, said to be produced from American seed, and which has a fine, bright, slender grain, is a favorite article. Rangoon Rice is received in large quantities for shipment to the West Indies, and when of very good quality, often goes largely into consumption in the United States.

J. D. EHLERS & CO.

Engravers on Wood and Book and Job Printers

87 SECOND STREET, BALTIMORE.

Spices.

FEW articles are more generally used than manufactured Spices. They appear upon the table of every household in the city, and enter into the preparation of nearly all the dishes that are served for human consumption, and yet but few are aware of the extent of their manufacture, or the vast amount consumed. In Baltimore there are five extensive establishments engaged in their production, besides a number of smaller houses, which do a flourishing business. Pepper, Ginger, Cloves, Nutmegs, Mace, Cassia, Cayenne, &c., &c., are manufactured in immense quantities, and of a character certainly equal to the productions of the factories in any other sections of the country. The very best materials are used by the manufacturers, and our market in this regard is entirely independent of all others. Jobbers complete their stocks from the home factories, and their experience is decidedly favorable to a continuance of this system. Large capital is invested in the business, and the gentlemen engaged in it are among our most reliable and sterling merchants. This fact gives confidence that in a trade where probity and fair dealing are absolutely essential, dealers can purchase with the utmost security. The manufacture of Spices in Baltimore has already assumed large proportions, and the demand increasing every day, will doubtless lead to an indefinite expansion of the trade in the future. The manufactured goods are sent from this city in immense quantities to the South, West and North-West, and to the neighboring States.

Fish.

AMONG the many advantages offered by the location of the City of Baltimore, are the products of the Chesapeake Bay, whose waters teem with Fish suited to the table of the most fastidious epicure, as well as adapted to the requirements of trade. In almost every season the markets are supplied with its offerings, and the Bay Mackerel, Potomac and Susquehanna Shad, Sheepshead, Drum, Taylor, Rock, white and yellow Perch, and other numerous varieties are supplied in greater quantities and more decided excellence than can be found in any port of this or any other country. In addition to these, large quantities of Shad and Herring are yearly caught at the fisheries on the shores of the bay and its tributaries, which find their way to this mart, and form an important article of trade and commerce. Owing to the geographical position of Baltimore it is also a centre for the distribution over its various railroads of the Fish from the British Provinces and the New England States, and the Carolinas; the Western country being almost entirely supplied from this Port with these commodities.

GEO. M. LAMB. EDW. L. KEMP.

LAMB & KEMP,

Successors to GIST & WELLS,

ESTABLISHED - - - - - - - 1852.

Commission Merchants,

Nos. 126 & 128 S. EUTAW STREET,

Opposite Balto. and Ohio R. R. Depot, BALTIMORE.

Soap and Candles.

THE manufacture of Soap and Candles has been carried on in Baltimore for many years past, and there are now in the City five large factories, with quite a number of smaller establishments. At two of the larger Houses, Candles are manufactured on a considerable scale. Large shipments are made to the West Indies, and also to other foreign regions, especially Cape of Good Hope. Notwithstanding the influences exerted against this trade by the general use of coal oil in various forms, and the extensive introduction of gas, the exportation from Baltimore has been at least quadrupled during the past twenty years.

JAS. ARMSTRONG & CO.

MANUFACTURERS OF

ALL KINDS OF SOAPS

AND

Hard Pressed Tallow Candles,

CONCORD ST.

CHAS. WEBB.
THOS. ARMSTRONG. BALTIMORE.

SMITH & CURLETT,

MANUFACTURERS OF

SOAPS,

ADAMANTINE AND TALLOW CANDLES,

Corner of Holliday and Pleasant Streets,

BALTIMORE.

James Beatty. George E. Skillman.

JAMES BEATTY & CO.

STEAM

Cracker, Cake and Ship Biscuit

BAKERS,

Nos. 92, 94 and 96 Dugan's Wharf,

NEAR PRATT STREET, **BALTIMORE.**

Matches.

THE manufacture of Matches was commenced in this City in 1865, under favorable auspices. Experienced and skillful workmen were employed; and the interest has steadily increased in importance. At present upwards of one hundred hands are employed, and from two hundred and fifty to three hundred gross are daily manufactured. Both Sulphur and Parlor Matches are made which compare favorably in quality, with those manufactured elsewhere in the country. Baltimore is the only city south of Wilmington, Delaware, where these very necessary articles are manufactured; and hence the demand is very great. Besides supplying the home market, large quantities are sent to the South, at rates certainly as favorable as are offered in any other localities. The superiority of Baltimore Matches has created for them a popularity in some localities, which has materially enlarged the business. This branch of industry is growing in importance, and the fact that all the materials necessary in the manufacture can be purchased here, makes it specially remunerative.

MARYLAND MATCH COMPANY

WEEDON, ARMISTEAD & CO.

MANUFACTURERS OF

Sulphur and Parlor Matches

13 CHEAPSIDE,

BALTIMORE.

Imported Wines and Liquors.

IN addition to the Whiskey trade of our city, quite a large business is done in Imported Wines and Liquors. Before the civil war, in this country, large quantities of Brandies and superior Wines were imported into this market. But the excessive duties afterwards imposed, caused a falling off in the consumption. The establishment of the Bremen and Allan Lines of Steamers, together with partial reduction in duties, have very materially revived this branch of our commerce; and to-day Baltimore can compare favorably with other cities both in the stock offered to buyers, and the character of the gentlemen engaged in the business. The fashions have somewhat changed in this branch of industry of late years. The introduction of Lager-Beer and the cheapness of Whiskey as compared with foreign Brandies, &c., and the finer classes of Wines, have altered to a very considerable extent the public taste, and at present large quantities of the cheaper French and German Wines, together with heavy invoices of "Brown Stout," India Ales, and fermented Liquors are brought to this Port. Gin, too, is imported in considerable quantities; and the wholesale dealers in this City have always on hand choice selections of the finest Foreign Wines and Liquors, and offer inducements to customers certainly not inferior to those extended by other cities.

LAURENCE THOMSEN & CO.

IMPORTERS

OF

Foreign Brandies and Wines,

AND DEALERS IN

FINE OLD RYE WHISKIES,

No. 114 WEST LOMBARD STREET,

NEAR CHARLES STREET, BALTIMORE.

CHAS. H. MYERS & BRO.

IMPORTERS OF

Brandies, Wines, Gins,

RUM, SCOTCH ALE, BROWN STOUT,

SALAD OIL, CASTILE SOAP, &C.

CONSTANTLY ON HAND

CHOICE OLD RYE & BOURBON WHISKEY,

No. 72 EXCHANGE PLACE, - - BALTIMORE.

GEO. P. THOMAS & CO.

DEALERS IN

Foreign and Domestic

LIQUORS,

No. 385 W. Baltimore Street, Baltimore.

Whiskey.

FOR many years, Baltimore has borne a reputation deservedly high for the manufacture of fine Rye Whiskies, and at this writing controls the markets of the United States in these grades. The manufacture of Whiskies of all kinds and qualities is extensively carried on in and around the city; and the sales foot up an aggregate in barrels, which mark it as one of our most important industries. Five Houses are at present engaged in its production, with a capacity in the aggregate of 4,500 bushels of grain, or from 450 to 500 barrels of the raw material daily. Fully two hundred Houses, large and small, are engaged in the Liquor trade. Six of the larger sell 50,000 barrels annually, while the business transacted by the others, placing it at 50,000 barrrels, a moderate estimate, will bring the sum total of sales, to 100,000 barrels annually. The capital invested in the Whiskey business in this city is about $3,000,000, while the receipts from sales, allowing an average price of $1.50 per gallon, would aggregate $6,000,000. Of course the large amount of Whiskey manufactured and sold here is not all intended for home consumption. To the extreme South, heavy shipments of the very best grades of Rye Whiskey are made; while with the neighboring States, the trade consists principally of inferior grades. Massachusetts, New York and northern Pennsylvania, also consume large quantities manufactured here. In the West, where the people have heretofore used exclusively the Bourbon or Corn Whiskey, manufactured in the vicinity of Louisville and Cincinnati, a taste is developing for the better grades of Baltimore "Old Rye." The increase since the war in the manufacture and sale of Whiskey in this city has been very decided, and the evidences furnished by the transactions of the last two years, lead to the conclusion that its expansion will be more rapid in the future.

W. T. WALTERS & CO.

68 EXCHANGE PLACE,

BALTIMORE.

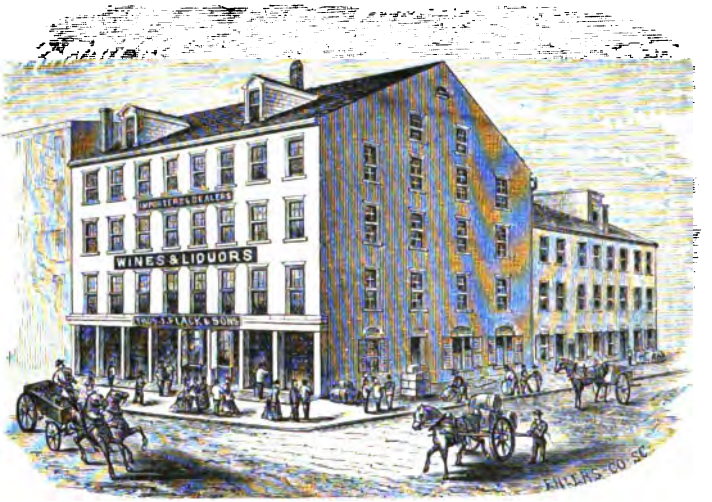
WHOLESALE DEALERS IN

LIQUORS.

SOLE PROPRIETORS OF THE CELEBRATED

BAKER'S PURE RYE WHISKEY

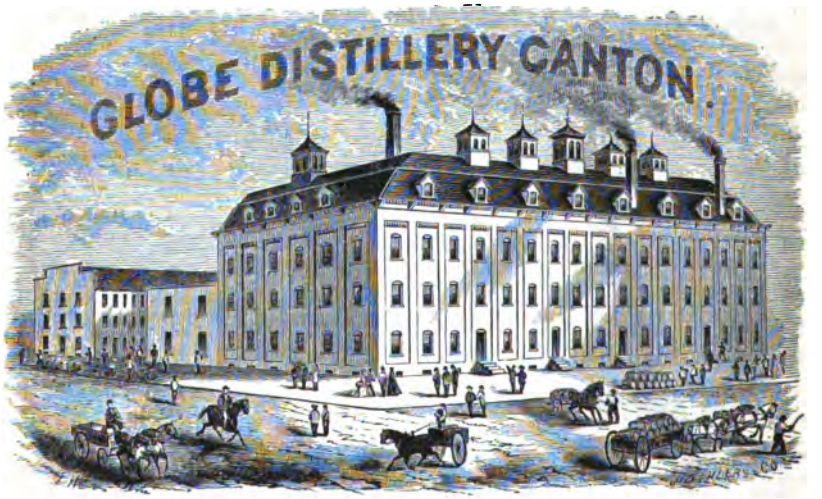
ESTABLISHED 1825.



THOS. J. FLACK & SONS,

WINES AND LIQUORS,

52 SOUTH STREET, BALTIMORE.



FLACK BROTHERS,

Distillers of Rye and Bourbon Whiskies, Rum, Gin and Brandy,

OFFICE, 52 SOUTH STREET, BALTIMORE, MD.

Distillery, bounded by Clinton and First Streets and Fifth and Sixth Avenues.

Grain.

BALTIMORE, the commercial centre of a large and wonderfully rich agricultural region, has long been one of the leading Grain markets of this country. The soil and climate of the sections naturally tributary to our city, are peculiarly adapted to the growth of cereals. Prior to the development of the gigantic West, and the introduction and extension of railroads, a short or full crop of Grain on the "Chesapeake" established the value of Breadstuffs along the entire Atlantic coast. The portions of our country which more immediately feed the Baltimore market, comprise the State of Maryland, a large part of Virginia, with sections of Delaware, Pennsylvania, and North Carolina.

Those divisions which lie more directly on the Chesapeake, produce the very finest varieties of Wheat; unsurpassed, and probably not equalled in quality by that grown in any other part of the world; being of a bright color, thin skin, plump berry, and rich in gluten. The Baltimore milling demand for this high grade Wheat, absorbs nearly the whole crop at high prices; leaving but little or none for export, or for neighboring markets. The Corn produced in this favored section, is also of superior quality. "Baltimore White Corn" is well-known, and sought after by the trade of the Atlantic States and Great Britain whenever a high grade article for human food is wanted. The waters of the Chesapeake furnish a rapid and cheap mode of transportation to farmers, in vessels whose tonnage is from two to five thousand bushels. The cargoes are taken immediately from their farms, at a cost of five to seven cents per bushel, and reach market in one to five days.

With the radical change in the labor system, and the sub-division of farms, this rich section of country is destined to rapid development, and great increase of crops. It offers to capable and industrious farmers with moderate means, the finest opportunity for location and settlement, that can now be presented.

The completion of the Baltimore and Ohio Railroad, and the extension of its Western connections, together with the facilities granted by its great competitor, the Pennsylvania Company, have caused a large increase in the Grain trade of Baltimore during the past few years. With a wise policy, and proper facilities extended by the management of these Roads, we hope soon to recover our former paramount importance; or at least to become a close competitor with the present leading market on the coast.

An extensive Grain Elevator established by the Baltimore and Ohio Railroad Company, facilitating the handling of Western Grain, has greatly increased the receipts of Corn; so that Baltimore has already become a considerable exporting Corn Port. The success attending this enterprise has

led to the projection of several others of a similar character. The Baltimore and Ohio Railroad Company we learn will immediately build additional Elevators, and the Pennsylvania Company having obtained desirable property on deep water, at Canton, will soon erect another; thus enabling our Merchants eager for the trade, to handle our portion of the ever increasing surplus of the West.

The extension of the Baltimore and Ohio Railroad to Chicago, must add largely to the receipts of our Port, and enable Northwestern Wheat to reach foreign markets through Baltimore, at cheaper rates, and in better condition than by any other route.

The rigid inspection of Grain established by the Corn and Flour Exchange, together with the great care exercised by shippers, have already given to cargoes shipped from Baltimore, a very high reputation abroad; thereby maintaining the boasted supremacy of our market for quality. Since the establishment of the Baltimore and Ohio Elevator, the receipts of Corn have largely increased. For the first six months of 1872, 5,908,000 bushels were received, against 2,398,000 for the same period of the previous year; and 5,735,000 bushels for the entire year 1871. The extensive improvements and additions to our Railroad facilities, and other causes, will in the near future magnify our Grain trade to such proportions, as the most sanguine amongst us can now scarcely appreciate.

We append a table showing the comparative receipts of Grain at this market for four years:

	1872.	1871.	1870.	1869.
Wheat	2,456,100	4,076,017	3,039,357	3,249,995
Corn	9,045,465	5,735,921	3,831,676	3,923,563
Oats	1,959,161	1,833,409	1,243,720	1,171,424
Rye	90,938	88,956	77,778	177,246
Peas	10,000	10,000	10,000	10,000
Beans	35,000	30,000	30,000	30,000
Total	13,596,664	11,774,303	8,232,531	8,562,228

JOHN GILL & CO.

Commission and Shipping Merchants,

BALTIMORE.

Liberal advances made on consignments of Cotton, Grain, and other Produce, to our care.

U. S. BONDED STORES
AND
FREE WAREHOUSES.

The Baltimore Warehouse Company,

Chartered by the State of Maryland, January, 1867, with an authorized capital of One Million Dollars, are prepared to

STORE MERCHANDIZE, BONDED OR FREE,

On which they will make liberal advances, if required.

OFFICE—No. 2 RIALTO BUILDINGS, SECOND STREET.

DIRECTORS.

JOHNS HOPKINS,
THOMAS KENSET,
HENRY JAMES,
W. E. HOOPER,
S. M. SHOEMAKER,
JAMES A. GARY,
JAMES S. WHEDBEE.

JAMES H. BARNEY, President.

C. A. FOOTE, Secretary.

Monumental Cotton Press and Warehouse,

STORAGE CAPACITY, 5,000 BALES,

INSURANCE MINIMUM,

WITH TWO WATER FRONTS,

ADJOINING CHARLESTON S. S. WHARF, UNION DOCK.

E. G. UHTHOFF, Proprietor.
J. M. UHTHOFF, Agent.

Maryland Institution for the Instruction of the Blind,

NORTH AVENUE, BALTIMORE.

DIRECTORS AND OFFICERS OF THE INSTITUTION.

DIRECTORS.

J. HOWARD MCHENRY, DR. WM. FISHER, B. F. NEWCOMER, GEORGE N. EATON, W. W. GLENN, JACOB TRUST,
F. T. KING, CHARLES J. BAKER, CHARLES E. WETHERED, JOHN T. MORRIS, E. WYATT BLANCHARD, JACOB TOME,
GEORGE S. BROWN, JOHN GLENN, GEORGE M. ROGERS, WM. A. FISHER, F. W. BRUNE, J. J. JACKSON.

President, J. HOWARD MCHENRY.
Secretary, JOHN T. MORRIS.
Treasurer, B. F. NEWCOMER.

Superintendent, F. D. MORRISON.
Physician, JAMES A. STEUART.
Oculist, RUSSELL MURDOCH, M. D

Patapsco Flouring Mills,

CHARLES A. GAMBRILL & CO., Proprietors,

R. G. MACGILL.
P. H. MACGILL.
A. GAMBRILL.

BALTIMORE

ISRAEL M. PARR. HENRY A. PARR.

I. M. PARR & SON,

Commission Merchants,

BALTIMORE.

Flour.

A REVIEW of the Flour and Meal trade naturally follows that of Grain. The requirements of merchants engaged in the Breadstuffs trade, led to the establishment of the Corn and Flour Exchange, where this business is exclusively transacted.

The high character and position of the merchants engaged in this trade in Baltimore, is proverbial, and excelled nowhere in America. Baltimore situated in the centre of a great Wheat growing country, has always maintained the first-class reputation as a Flour market. The Grain is obtained principally from Pennsylvania, Virginia, Maryland, and the West. The manufacturing capacity of our city is extensive. Large and substantial Mills, with all modern improvements, are located upon powerful streams within and contiguous to the city; and several large Steam Mills of great power are favorably located. The great drought of the past few years, the consequent diminution of water, and its interference with milling operations, have caused some proprietors of Mills to add to their water-power, steam engines to supply the constantly increasing demands. The Flour manufactured in Baltimore, from the high grade and fancy Maryland and Virginia Wheat, is of well-known superior quality, and wherever introduced maintains this reputation. The highest grade for family use, such as the famous "Patapsco" brand and others well-known, are unsurpassed, if ever equalled in the world, and have become the standard in markets, for the best grades.

A very high grade of "Strong Flour," a quality well-known to the trade and to bakers, is also manufactured with great care in this city for shipment to Brazil and other South American ports. This Flour is capable of standing long voyages to the tropics. Its quality is due to the peculiarity of the

Wheat grown in this section, in addition to judicious selection and careful attention bestowed on its milling. The proprietors of the celebrated "Rio" brands, such as the "Mount Vernon" and others, are very jealous and deservedly proud of their reputation, which is equal to that of any Flour ground and shipped from the States. The Country and Western Flour received here for sale is generally of high or good grade, and is exported to Europe and the West Indies, or goes into domestic consumption. Inferior or very low grades are not received in any quantities, as they are not suitable to the market; and merchants will not take them to the profit of the shippers.

After continued effort by the trade, the compulsory State inspection laws with regard to Flour, were abolished by the Legislature, and expired on the first day of May, 1872. These laws were always an incubus upon trade, and resulted in giving us incompetent inspectors, (whose sole recommendation was party fidelity,) to examine and report the quality of goods submitted to them. We have done with them. The only inspection of Flour now with us is voluntary. The merits of the article itself, the judgment of the buyer, and above all, the character and reputation of the miller or seller, are the safeguards against imposition and fraud, and these are sufficient without the dictum of an ignoramus to "brand" the goods according to his bad judgment, prejudice or partiality.

Our market has been singularly free from any of the disreputable practices said to prevail elsewhere. In fact the trade "wont stand it." *We* look to reputation as a guarantee of the goods.

With the opening and extension of the various arteries of trade, we confidently look forward to a rapid development of the Flour Trade of this Port, together with an increase of receipts of Western Wheat, and a large addition to our milling capacity.

The following table will show the receipts of Flour at this market for the last four years:

1872	1,175,967	bbls.
1871	1,123,028	"
1870	1,117,314	"
1869	1,051,251	"

In addition to the trade of Flour, large quantities of White Corn are ground in and around the city for domestic consumption, and for the contiguous country. Yellow Corn, kiln-dried, ground and packed in barrels for shipment to the West Indies, and British Provinces, is an important article of manufacture and commerce. Hominy, prepared from a peculiar variety of Maryland white Corn of superior quality, is manufactured on a large scale, and meets with a great domestic and export demand.

The Baltimore Corn and Flour Exchange,

SOUTH ST., WOOD ST. and BOWLY'S WHARF,

MAIN ENTRANCE ON SOUTH STREET.

S. SPRIGG BELT, - - - - - - - - - - - - - - - - - *President.*
J. M. GIRVIN and GEO. F. ANDERSON, - - - - - - *Vice Presidents.*
R. M. WYLIE, - - - *Treasurer.* | *WM. F. WHEATLEY,* - *Secretary*

EXECUTIVE COMMITTEE:

H. F. TURNER, JOHN GILL, A. W. GOLDSBOROUGH.

BOARD OF DIRECTORS FOR 1873.

JAS. E. TYSON,	HERMAN WILLIAMS,	ALLEN DORSEY,	THOS. I. DAIL,
FRANK HERSCH,	EDWIN HEWES,	HARRY MCCOY,	GEO. P. WILLIAR,
J. M. GIRVIN,	GEO. F. ANDERSON,	R. M. WYLIE,	H. F. TURNER.
JOHN GILL,	A.W.GOLDSBOROUGH,	S. SPRIGG BELT,	

The Corn and Flour Exchange, of Baltimore, was established in 1853, for the promotion of the general business of the city, but more particularly for the facilitation of trade in Breadstuffs, and the convenience of parties engaged therein. Since its establishment, having grown in the confidence and esteem of the community, it has of necessity attracted many associate interests, and has thus become the leading and most influential commercial organization in the city. Its usefulness and influence are being constantly extended. Inaugurated in 1853. incorporated under general laws in 1855, its charter amended several times, as the wants and experience of the trade demanded, it finally received from the State in 1870, an ample charter, giving the Directors more complete control, with power to establish and maintain the highest tone of commercial morality.

The Exchange is governed by a Board of fifteen Directors, elected annually. The President, Vice Presidents and Treasurer are elected by and from the Board.

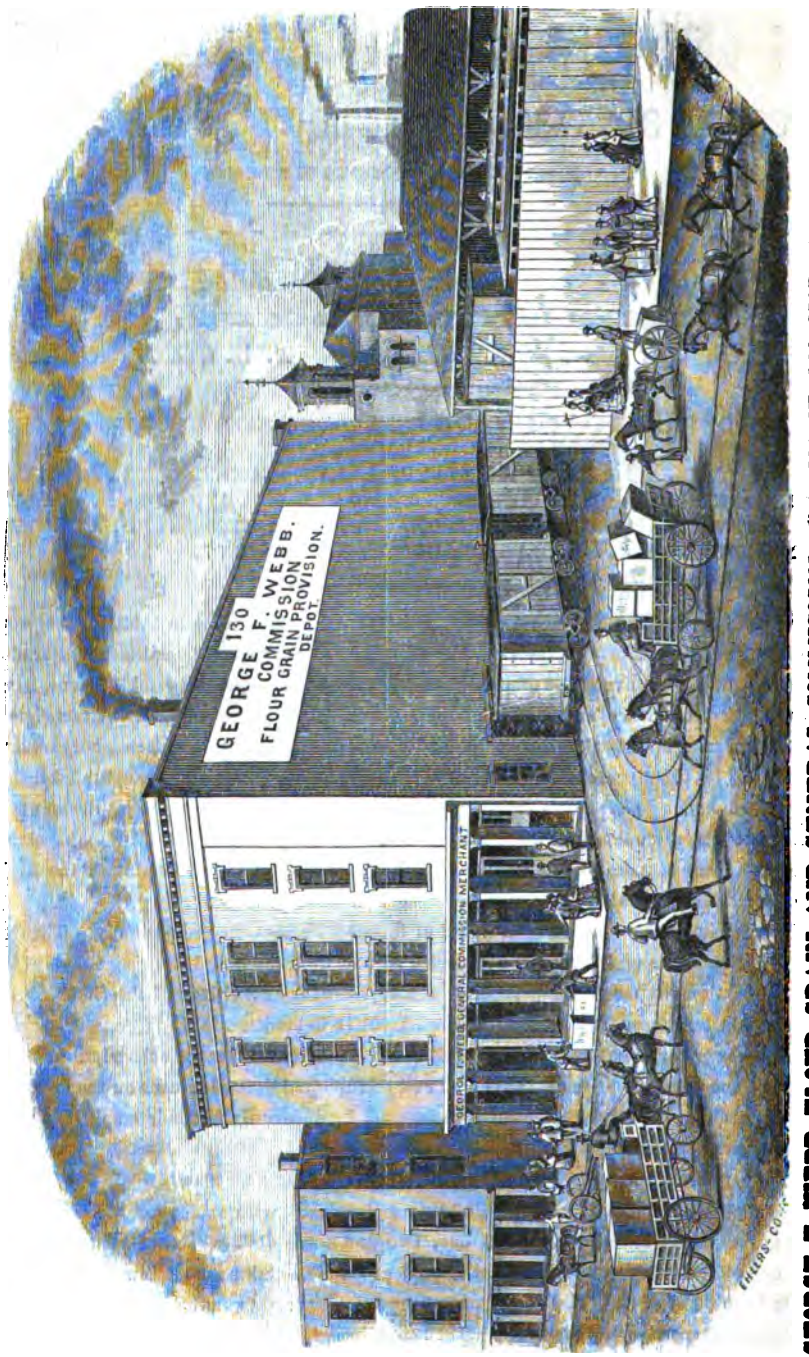
Qualification for membership requires the applicant to be a citizen of the State, engaged in business in Baltimore, and election by the Executive Committee.

The charge for Membership is $50 initiation fee, and $20 yearly subscription. Firms cannot become members as such. Each and every individual doing business on the floor, must become a member. Clerks are admitted, to transact business only for their employers paying the yearly subscription.

Strangers are admitted by card, upon the introduction of a member.

The main Hall in the Exchange Building is furnished with tables for the exposition of samples, the yearly rental of which is one, two and three dollars, according to size. The occupancy of these tables for the grain is sold at public auction; premiums for the choice ranging from $25 to $150. Much excitement prevails at these Annual Sales.

The roll of membership for the year 1872 contained 464 names.



GEORGE F. WEBB, FLOUR, GRAIN AND GENERAL COMMISSION MERCHANT, 130 NORTH ST., BALTIMORE.

Liberal Advances made on Consignments. Adjoining the Northern Central Railroad Depot.

WM. E. WOODYEAR. GEO. E. VICKERS, JR.

WM. E. WOODYEAR & CO.

Merchant Millers,

"Mount Vernon" Extra Flour,

High Grade, suitable for Shipment to the Tropics,

CABLE STREET, BALTIMORE.

ISAAC M. DENSON. JOHN D. QUINCY.

DENSON & QUINCY,

Commission Merchants,

AND

GENERAL DEALERS,

No. 61 South Gay St.

BALTIMORE.

ALSO AGENTS

ORIENTAL POWDER MILLS.

ALBERT L. WEBB. B. DEFORD WEBB.

A. L. WEBB & SON,

General Commission Merchants,

SOLE AGENTS FOR THE SALE OF

DUPONT'S POWDER AND SAFETY FUSE,

COR. PRATT AND COMMERCE STREETS,

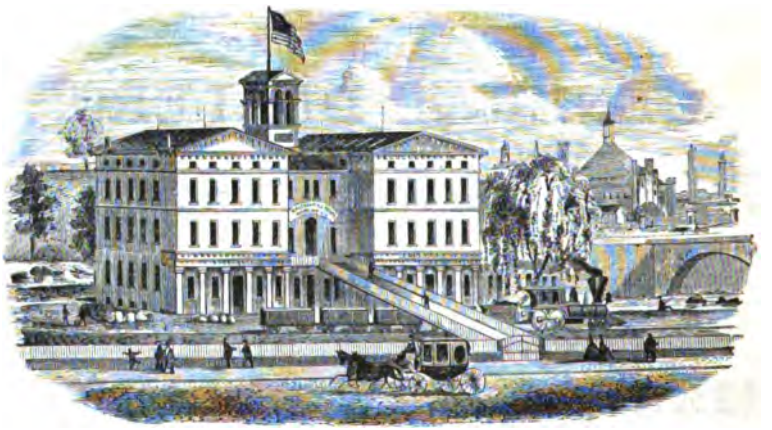
BALTIMORE.

Receive on Consignment all Kinds of Western Produce, and make Advances thereon.

Pearl Hominy.

AMONG the novel and interesting business features of Baltimore, may be mentioned a large Mill for the preparation of Pearl Hominy. But recently established, it has rapidly extended its capacity until at present 2,500 bushels of Corn are daily consumed in its operations. Kiln-Dried Pearl Hominy, Grits, Pearl Maizene, Corn Flour, &c., &c., are prepared in immense quantities. Corn Flour, a new article when mixed with bread made of Wheat Flour, gives to it additional whiteness, and causes it to retain its freshness much longer than that made exclusively of Wheat Flour. The articles prepared at this establishment are shipped to different sections of the United States; and of late a foreign trade has grown up, orders having been received from Paris, Liverpool, London and Glasgow. The most flattering inducements are offered to purchasers in this market.

BALTIMORE PEARL HOMINY CO.



KILN-DRIED PEARL HOMINY, AND GRITS, PEARL MAIZENE,
CORN FLOUR, CORN MEAL, AND CHOP.
ALL ORDERS FILLED PROMPTLY.
OWNERS AND MANUFACTURERS OF
WRIGHT'S PATENT BUCKEYE HOMINY MILL,
North and Belvidere Sts., Baltimore.

WM. KNABE & CO.

PIANO-FORTE MANUFACTURERS, SQUARE, GRAND AND UPRIGHT,
Ware-Rooms, No. 350 W. Baltimore St., Baltimore,
112 FIFTH AVENUE, NEW YORK CITY.

Malt.

IN connection with the extensive manufacture of Lager-Beer in our city, there are several large establishments for the production of Malt, an ingredient which enters largely into the composition of Beer. Six Malt Houses are now in operation, with an aggregate capital of $1,500,000, employing three hundred hands. The principal element used in the manufacture of Malt is barley. This grain is grown upon an extensive scale only in Western New York, the Western States, and Canada.

The establishment of these large Malt Houses, and the consequent demand for the grain, has led to efforts on the part of our enterprising agriculturalists to produce barley, and the experiments of several have resulted so favorably, that they have been encouraged to make other and more persistent efforts. The demand for Beer is not likely to decrease. The numerous Breweries already established are in a flourishing condition, and others are constantly being started. The sales from the Malt establishments sum up probably $5,000,000, with a tendency to increase. Some of our capitalists are engaged in the business, and the flourishing condition of the trade invites money from abroad.

Wm. Knabe & Co., Piano-Forte Manufacturers,
Ware-Rooms, No. 350 West Baltimore Street, Baltimore.
112 FIFTH AVENUE, NEW YORK CITY.

Candies and Foreign Fruits.

AMONG the branches of trade which have given impetus to the growth of our city, and have decidedly ministered to its importance as a commercial centre, may be mentioned the trade in Candies and Foreign Fruits. The two are so thoroughly joined, that separate consideration of them would perhaps be out of place. In New York City, specialties seem to be the tendency of the trade. One house will import Mediterranean Fruits; another will deal entirely in West Indian goods; while a third will expose for sale only the products of the Canton trade. In Baltimore this is not the case. Quite a number of large and imposing buildings have been erected by our Candy and Fruit dealers, which stand out as conspicuous monuments of the enterprise of the firms which constructed them, as well as handsome additions to the æsthetic features of our city. Candy, French or American, Mediterranean Fruits, such as Oranges and Lemons from Sicily, Almonds and Raisins from Malaga, Raisins from Valencia, Currants, Citron, Figs, Dates, Prunes, Sardines, Canton Ginger, Fire-Crackers, &c., &c., can be purchased at any of these Houses upon terms as advantageous as are offered by any market in the

country, with the additional facility to buyers of being able to fill their entire order in one large establishment, instead of being compelled to go from one House to another, as in other cities, with the cost of drayage, &c. Baltimore is entirely independent of any other city in the Candy and Fruit trade. The business has increased fourfold within twenty years. Five hundred hands are employed, and a capital of more than one million dollars is invested in the business. The facilities which her geographical position and varied industries give her in this regard, are such, that the merchants can offer their goods at the lowest market prices. Refined Sugar, which is the ingredient in the manufacture of Candies, can be secured at our great Sugar Refineries; and this is the only article used in the production of Candy in Baltimore, as no adulteration has ever yet been practiced or detected upon home goods in the market. In regard to the Mediterranean Fruit trade, much could be said, but our space is limited. The enterprising gentlemen who are connected with it, by a series of successful operations, have gradually enlarged their business until at present Baltimore can boast of one of the most extensive Mediterranean Fruit importing houses in the country. In addition to their regular trade in the articles already enumerated, these parties are now importing large quantities of Brimstone from Sicily to supply the extensive manufactories of Chemicals, Acids and Phosphates in this city. The annual consumption of Brimstone for the above purposes in Baltimore, is about five thousand tons, all of which it is designed to import direct to this market.

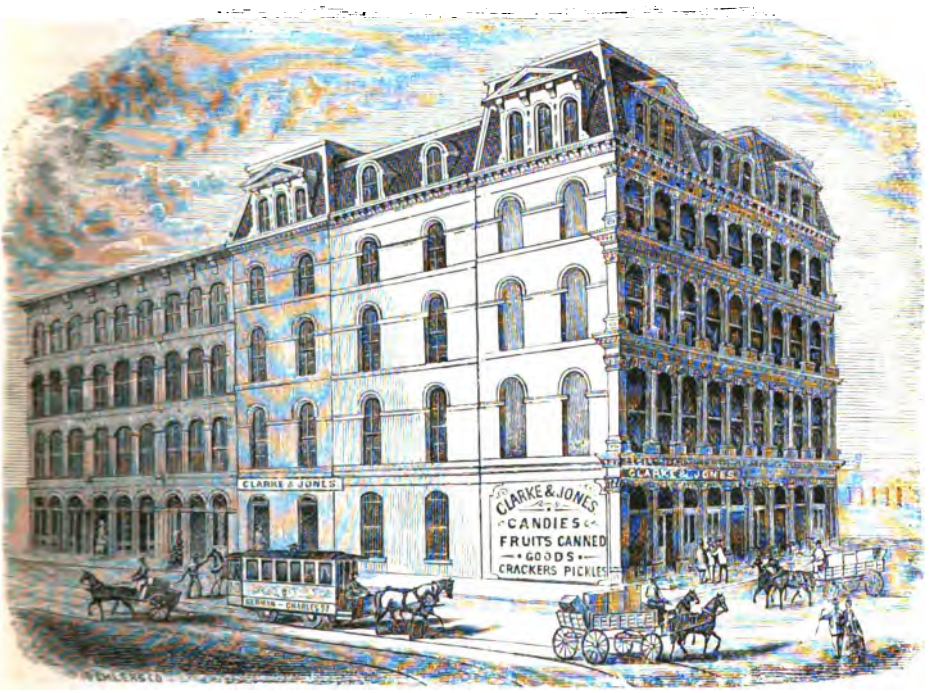
WILLIAM BRIDGES,
WHOLESALE DEALER IN
Foreign Fruits, Nuts, Candies,
HERMETICALLY SEALED FRUITS,
Oysters, Vegetables, &c.
313 WEST BALTIMORE ST.
Baltimore, Md.

CHAS. PRACHT & CO.
STEAM
CANDY MANUFACTORY
AND WHOLESALE DEALERS IN
FOREIGN FRUITS, NUTS, &c.
Nos. 155 and 157 Franklin Street,
BALTIMORE.

John G. Clarke. William H. Jones.

CLARKE & JONES,

CANDY MANUFACTURERS,



AND WHOLESALE DEALERS IN

FOREIGN FRUITS, NUTS, &c.

No. 15 Light St., Cor. German,

BALTIMORE.

The Jobbing Trade.

THE Jobbing Trade of Baltimore has kept pace with her increasing importance as a commercial and manufacturing city. Its various departments, such as Dry Goods, Groceries, Hardware, Notions, Boots and Shoes, Hats and Caps, Clothing, Books and Stationery, Queensware, Straw Goods and Millinery, Drugs, &c., &c., are fully up to the standard, and will compare favorably with those of any other city in this country. As a general rule these departments are in the hands of old and established Houses, whose proprietors are among our most highly esteemed and responsible citizens, who have been educated to their calling, and whose natural tastes and judgment have been strengthened by the experience of a lifetime, and a thorough rational application to business. Many branches of the Jobbing Trade not enumerated above are successfully conducted in this city: and the number of new establishments and branches of old ones, is a clear indication of the prosperity of the Trade, as well as the growth of the City. The stock carried by these Houses embraces full supplies from all the best factories in the United States, and the choicest selections of goods from foreign countries. The Lines of Steamers between this City and the Ports of Europe, furnish facilities for the importation of the most desirable goods at lower rates than at any other Port. The port charges are lighter, ship supplies cheaper, and the difficulties in the way of shipping comparatively trifling. Since the establishment of steam communication between Baltimore and Europe, our merchants engaged in the Jobbing Trade have displayed an energy and enterprise which command admiration. They make regular trips to Great Britain, and the continent of Europe for the purchase of goods; and the articles imported are selected under their own inspection. Baltimore is largely independent of the Eastern Cities, in her Wholesale Jobbing Trade; and bids fair in a short time to compare favorably with New York, as a distributing market. In each department there are Houses contending for business, and making of course the most active competition, thus reducing prices to minimum rates. Her proximity to the South and West, offers inducements to merchants from those sections, which cannot be lightly estimated. The trade in Dry Goods, Groceries, Hardware, Clothing, Boots and Shoes, Hats and Caps, Millinery Goods and Notions is particularly active; and the rival Houses engaged spare no pains to make their stock as full and complete as possible; so that the taste of every section may be gratified, and favorable prices assured. The Jobbing Trade, comprehending a large number of important interests, necessitates the employment of a vast

capital, which in this city aggregates many millions of dollars. It is not unreasonable to infer, that in the near future Baltimore will become the great reservoir of supplies for the entire South, South-West, and many portions of the Central-West. Many of the great manufactories of the country have agencies here, selling at factory prices.

The attractions of Baltimore as a Jobbing centre, are so well-known to the local Retail Trade, embracing within itself some of the most intelligent dealers in the country, that they are content to buy at home. The closest buyers have tried rival markets time and again, without advantage of prices or terms. Capital, competition, and a thorough knowledge of business, have accomplished for Baltimore quite as much as for the more northern Cities. Our City for the quality and variety of goods, is fully equal to New York; and the market will be found always adequate to the demand.

Although Baltimore is not so large a market as New York, it is yet larger than New York formerly was, when it commanded the entire trade of the country; and sufficiently so, for the general demands of its present trade. The merchants, in view of the rapidly augmenting trade, have increased their facilities; and to-day extend all the inducements which can be offered by any other city in the country.

Chauncey Brooks. Isaac Thrasher.

Brooks & Thrasher,

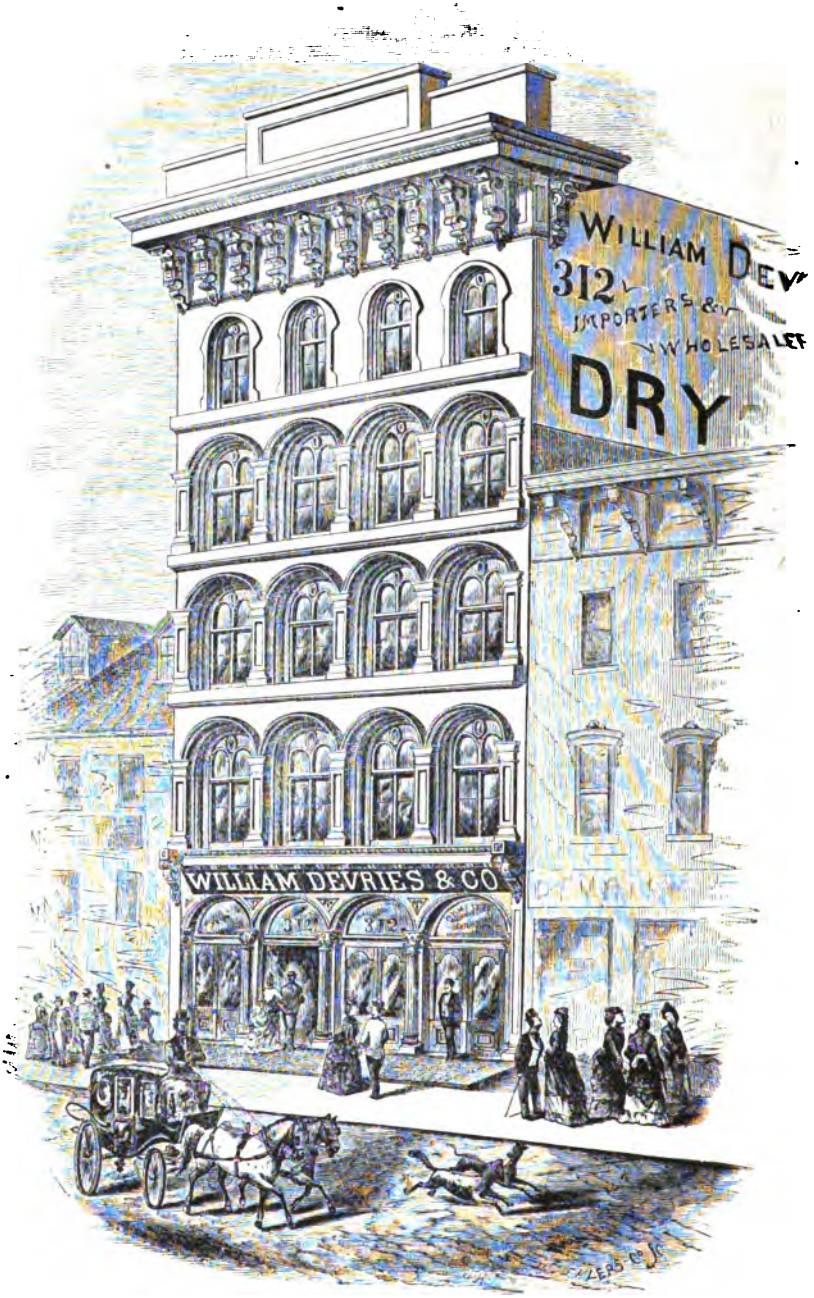
JOBBERS IN

Clothing and Dry Goods,

No. 346 Baltimore Street,

BALTIMORE.

William Devries. Christian Devries, of S. William R Devries. Solomon Kimmell.



Wm. Devries & Co., Wholesale Dealers in **Foreign & Domestic Dry Goods & Notions,**
312 W. BALTIMORE ST., (Between Howard and Liberty,) **BALTIMORE.**

SHIPE, CLOUD & CO.

Wholesale Dealers in

Foreign
and
Domestic

DRY GOODS

273 W. Baltimore St.

BALTIMORE

BRUFF, FAULKNER & CO.

Successors to BAKER, BRUFF & CO.

Importers and Wholesale Dealers in

FOREIGN & DOMESTIC

DRY GOODS,

275 West Baltimore Street,

JOSEPH E. BRUFF.
ALFRED B. FAULKNER.

BALTIMORE.

HAMILTON EASTER & SONS,

BALTIMORE,

Importers, Jobbers and Retailers

OF

DRY GOODS,

BOTH

Foreign and Domestic.

One of the firm spends most of his time in the Capitals of Europe, in the selection of Fabrics suited to our own and the Southern markets, securing thereby the latest novelties of each season.

We buy and sell exclusively for Cash, and guarantee as low prices as any House in the country.

Samples of Goods sent by mail on application.

ESTABLISHED 1846.

DANIEL MILLER & CO.

IMPORTERS AND JOBBERS OF

DRY GOODS,

NOTIONS,

WHITE GOODS, &c.

329 Baltimore Street,
44 German Street.

SOLE IMPORTERS OF THE CELEBRATED BRAND

DANIEL MILLER BLACK ALPACAS

Special inducements to cash or prompt time Buyers.

SILK AND DRESS GOODS HOUSE.

GEORGE H. C. NEAL,

IMPORTER AND JOBBER OF

Silks, Paris Dress Goods,

WHITE GOODS, LINENS, SHAWLS,

DOMESTICS.

A LIVE HOUSE.

LOW PRICES.

Corner Baltimore and Holliday Streets,

BALTIMORE.

Business Established 1816.

CHAS. SIMON & SONS,

WHOLESALE AND RETAIL DEALERS IN

Foreign and Domestic

DRY GOODS

No. 63 NORTH HOWARD STREET,

BALTIMORE.

CHAS. SIMON. HERMAN SIMON. ADOLPH SIMON. EDMUND SIMON. AUGUST SIMON.

W. H. Perkins. **Samuel Bevan.**

PERKINS & CO.

22 N. Charles Street, Baltimore,

FAMILY DRY GOODS HOUSE

Offer, at low prices, a large stock of

Ladies' Dress Good, Shawls. Velvets, Real Laces, Embroideries, White Goods, Mourning Goods, Irish Linens, Hosiery, Gloves, Housekeeping Dry Goods, Men's Wear,

ELEGANT FANCY ARTICLES.

ESTABLISHED IN 1837.

Samuel Bevan. Wm. A. Williar. Edgar G. Miller.

Samuel Bevan & Co.

IMPORTERS AND JOBBERS IN

DRY GOODS & NOTIONS

279 BALTIMORE STREET,

Baltimore.

MAYER & BROTHER,

IMPORTERS AND JOBBERS OF

WHITE GOODS

German, English and French Fancy Goods,

NOTIONS AND TRIMMINGS,

No. 4 NORTH HOWARD STREET,

BALTIMORE.

TAYLOR & PRICE,

IMPORTERS AND DEALERS IN

SWISS, FRENCH AND NOTTINGHAM CURTAINS,

UPHOLSTERY GOODS,

Curtains and Window Shades,

ALL KIND CABINET MAKERS' MATERIALS,

No. 11 North Charles Street,

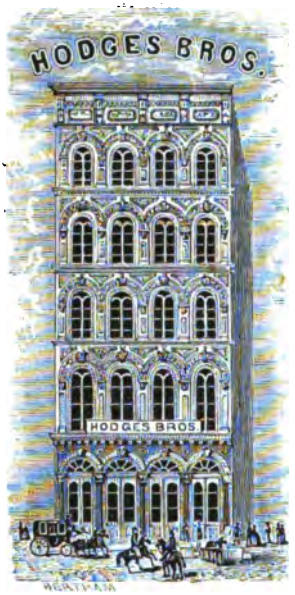
BALTIMORE.

ESTABLISHED IN 1846.

HODGES DROTHERS

23 Hanover Street,

BALTIMORE.



Direct Importers of British and Continental

Dress Goods

Irish Linens,

And every description of

LINEN GOODS.

ALSO,

White Goods, Handkerchiefs, Shawls, Laces, Hosiery, Underwear, Gloves, Umbrellas and Parasols,

Together with a large and well assorted stock of

Gentlemen's Furnishing Goods

AND NOTIONS GENERALLY.

One of our firm, having made purchasing trips to Europe, semi-annually for nineteen years, and buying all our domestic goods for cash, we have great confidence in assuring the Trade that our Foreign and American business is on a footing that defies competition. Merchants, not dealing with us, are invited to make our acquaintance when they next visit Baltimore. Our stock can be examined without much labor, as the use of steam elevators renders the ascent of staircases unnecessary.

HURST, PURNELL & CO.

Importers and Wholesale Dealers in

American, English, German and French

DRY GOODS,

White Goods and Notions,

No. 241 Baltimore Street,

J. E. HURST.
L. B. PURNELL,
A. MADDUX,
L. L. JACKSON.

BALTIMORE.

JOHNSON, SUTTON & CO.

IMPORTERS AND JOBBERS OF

DRY GOODS,

No. 296 Baltimore Street,
AND
No. 1 N. Liberty Street,

BALTIMORE.

Offer special advantages to cash and short time buyers.

L. Pascano & Sons

IMPORTERS AND DEALERS IN

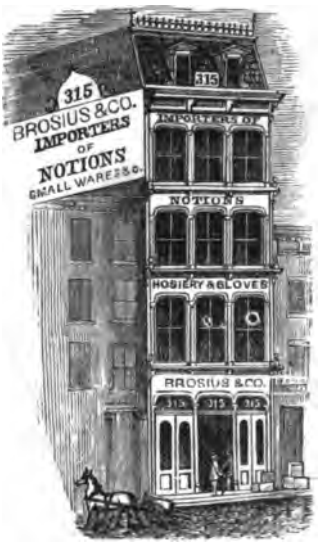
WHITE GOODS, NOTIONS,
TRIMMINGS, HOSIERY,
GLOVES and SMALL WARES,

268 W. Baltimore Street,

BALTIMORE.

Brosius & Co.

MANUFACTURERS AGENTS FOR AND IMPORTERS OF



NOTIONS

White Goods,

Ribbons,

Shawls, Etc.

315 BALTIMORE STREET,

BALTIMORE.

S. H. BROSIUS. SILAS BROSIUS. A. W. FITZHUGH. S. B. HOOPMAN.

ESTABLISHED . . . . . 1841.

IMPORTERS,

W. MALLINCKRODT & SON,

22 GERMAN STREET,

BALTIMORE,

OF

Cloths, Doeskins and Cassimeres.

Robert Moore & Bro.

IMPORTERS AND JOBBERS OF

CLOTHS, CASSIMERES

AND VESTINGS,

No. 233 BALTIMORE STREET,

BALTIMORE.

JOHN A. GRIFFITH & CO.

Importers and Manufacturers of

TAILORS' TRIMMINGS

Baltimore, 249 W. Baltimore Street.

Cincinnati, cor. Fourth and Walnut Sts.

Henry Bogue. Robt. H. Bogue.

HENRY BOGUE & SON

N. E. cor. Charles & Baltimore Sts. BALTIMORE,

54 Sixth Street, PITTSBURGH,

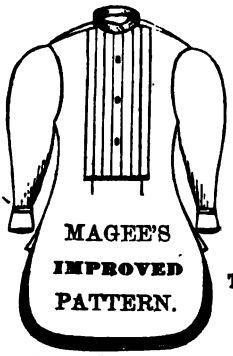
IMPORTERS OF

Cloths, Doeskins, Worsted Serges, Drapd' Etes,

SILK SERGES & SATINS DE CHINES, VELVETS, ITALIANS,

And all Kinds of Tailors' Trimmings.

10



WM. P. MAGEE,

No. 60 North Eutaw St., Baltimore,

IMPORTER OF

LINENS, HOSIERY,

AND

GENTLEMEN'S FURNISHING GOODS,

MANUFACTURER OF

Shirts, Cuffs, Collars, Drawers and Undershirts.

TO ORDER OR READY MADE. STEAM MADE BOSOMS.

Great Inducements to Wholesale Trade.

MACKENZIE BROTHERS,

Importers, Manufacturers and Dealers in

Saddlery Hardware & Coach Furniture

OILS, PAINTS, VARNISHES, IRON AND STEEL,

HORSE COVERS, LAP RUGS AND FLY NETS.

DEPOT AND BALTIMORE AGENTS FOR

Henry's Patent One Plate Springs,
Sheldon's Archimedian Axles,
Brinton & Johnson's Philadelphia Axle Works,
Burdick's Punch, Shear and Iron Shrinker,
Taylorville Spoke Works,
Saddle Trees, Bits, Stirups &c.,

DEPOT FOR

Dolls' Hub Boxing Machines and Drills, Bellow's Patent Creasers and Trace Raisers, Perkin's Patent Hair Beaters, Seitzes' Baltimore Wagon Hames, Manheim's Pressed Harness Loops, Wilcox & Smith's 5th Wheels and Shackles.

338 Baltimore Street, between Howard and Eutaw,

BALTIMORE.

ESTABLISHED 1833.

ALLEN PAINE, SON & CO.

IMPORTERS AND DEALERS IN

CARRIAGE MATERIALS,

IRON AND STEEL,

No. 2 SOUTH LIBERTY STREET,

BALTIMORE.

R. B. PORTER & SON,

DEALERS IN

CARRIAGE GOODS,

41 S. CHARLES ST.

R. B. PORTER.
B. B. PORTER.

Baltimore.

POULTNEY, TRIMBLE & CO.

IMPORTERS

Guns, Clocks, Bronzes,

FOREIGN FANCY GOODS,

200 W. BALTIMORE ST.

F. G. Penniman. *John H. Daniel.*
Francis Albert. *J. A. Clarkson.*

PENNIMAN & BRO.

Importers & Wholesale Dealers
IN

FOREIGN
AND
DOMESTIC
Hardware

NO. 10 NORTH HOWARD ST.,

BALTIMORE.

J. F. Carlin. D. C. Fulton. J. F. Bradenbaugh.

Carlin & Fulton,

IMPORTERS OF

HARDWARE,

CUTLERY, GUNS, &c.

20 S. Howard St., Baltimore.

Special Attention Given to Orders.

HARDWARE

COMMISSION HOUSE.

Keith & Kelso,

Nos. 23 and 25 South Charles Street,

BALTIMORE,

Manufacturers' Agents for the Sale of

Chesapeake Nail Works' Best Cut Nails and Spikes,
Mallory, Wheeler & Co.'s Locks, Knobs and Pad-Locks,
Stanley Rule and Level Co.'s Rules, Levels, Squares, &c.
R. Mann's Superior Axes,
American Butt Co.'s Hinges, &c.
Naylor & Co.'s Best Cast Steel,
Newton Nail Rods,
Plymouth Tack Co.'s Tacks and Nails,
Savery's Enamelled and Tinned Ware.

ALSO HEADQUARTERS FOR

American Screw Company's Screws,
Disston's Saws,
Ames & Rowland's Shovels and Spades,
Moss & Gamble's Files,
Baltimore Standard Blacksmiths' Bellows,
Stewart's Iron Wire and Galvanized Wire,
Ohio Tool Co.'s Planes,

AND A GENERAL ASSORTMENT OF

AMERICAN HARDWARE.

SAM'L G. B. COOK,

Hardware Manufacturers' Agent,

BALTIMORE.

Representing the following Manufacturers:

Branford Lock Works,
Door Locks, Knobs, &c.

A. Field & Sons,
Tacks, Shoe Nails, etc.

Sanseer Mfg. Co's Plate Locks,

Carr, Crawley & Devlin,
Building & Cabinet Hardware.

William McNiece,
Hand, Panel, Rip & other Saws.

Abbe's Gong Door Bells.

Loy & Co's Wrought Hinges.

Clark's, Lull & Porter's, and Huffer's Pat. Blind Hinges.

Chatillon's Balances

Peck Bros. Brass Cocks.

Fenn's Faucets and Cork Stops.

Mersereau's Stair Rods.

United States Screw Co's American Screws.

Douglass Manufac'g Co's
Chisels, Gauges, Drawing Knives, Augers, Bitts, Gimblets, Boring Machines, etc.

Cook's Patent Augers & Bitts.

Chapin's
Rules, Levels, Gauges, &c.

Bridgeport Brass Co's
Sheet Brass, Copper Wire, Copper and Iron Rivets.

Ives & Co's
Patent Hollow Augers, Tap Borers, Braces, Augers and Bitts.

"Continental" & "Great American" Horse Nails.

"A No. 1 Anchor" Sad Irons.

Hartje, Wiley & Co's
Enamelled Kettles and Saucepans.

C. S. Planters' Hoes.

AND A FULL ASSORTMENT OF

Shelf and Heavy Hardware

FOR SALE AT MANUFACTURERS' PRICES.

TAYLOR'S

HATS, FURS AND UMBRELLAS,

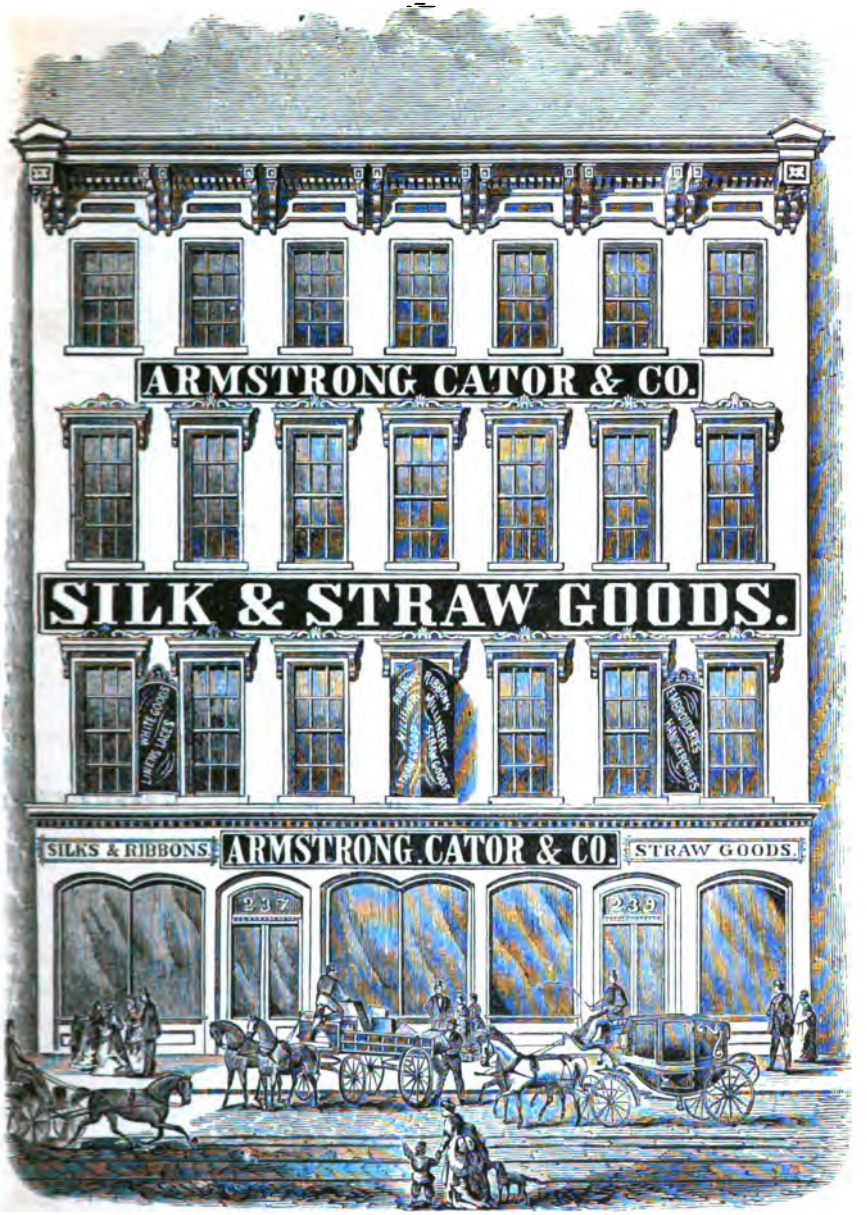
Opposite Barnum's Hotel,

R. Q. TAYLOR,
WM. W. PRETZMAN,
G. E. S. LANSDOWNE.

BALTIMORE.

Millinery.

THE Millinery business of Baltimore is one of her leading industries. In addition to the domestic goods manufactured in this city, and other sections of the United States, large quantities of the choicest goods are imported from abroad for this market. The largest House in the country, and perhaps the oldest, is located in this city. It was established in 1813, and by enterprise and prudence, has developed into its present proportions. The Firm occupies four buildings, two as warehouses and two for the transaction of its daily business. The clerical force of the establishment numbers seventy-two persons, in addition to which, seventy females are employed (in the Work Rooms) in the manufacture of Millinery. White Goods, an interest which is largely represented in many of our leading Jobbing Houses, has been made an especial feature of their business. In connection with this Establishment, is a Firm, engaged Extensively in the manufacture of Ladies' Hats, &c. These hats are made exclusively for the Millinery Establishment mentioned above, and during the months of March, April, May, June, September, and October, one hundred females are constantly engaged in their manufacture. It will thus be seen that a single establishment in our city for the manufacture and sale of Millinery, and the sale of White Goods, gives employment during the greater portion of the year to two hundred and fifty persons. Their importations are very large; two Buyers, one for the White Goods Department, and the other for the Millinery, being employed for the selection and purchase of foreign goods; and only such as are superior in quality and design to those manufactured in our own country are offered to the Trade in this city. The Southern trade with Baltimore in this branch of industry is very great; while of late years, extensive connections have been formed with the West, and a heavy business is done in the States of Ohio, Indiana, Kentucky, Kansas, and Missouri.



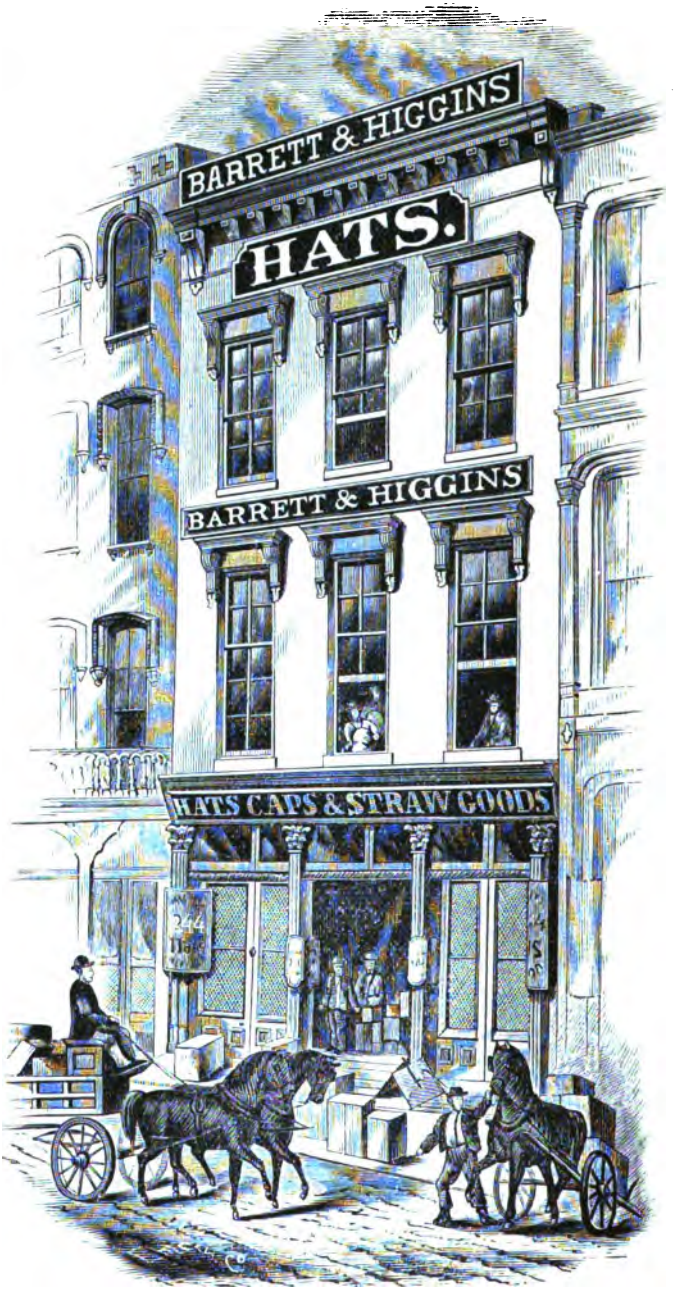
IMPORTERS AND MANUFACTURERS

Ribbons, Millinery and Straw Goods, White Goods,

LINENS, LACES, EMBROIDERIES, HANDKERCHIEFS, &c.

Orders solicited and promptly executed.

237 & 239 BALTIMORE ST., BALTIMORE.



Wm. D. Barrett. Jesse T. Higgins.

BARRETT & HIGGINS,

MANUFACTURERS AND JOBBERS OF

HATS, CAPS, STRAW GOODS AND LADIES' FURS,

244 West Baltimore Street, BALTIMORE.

The Shoe and Leather Trade.

THE Shoe and Leather Trade of Baltimore is one of immense and daily increasing importance. Few persons in our midst are aware of its magnitude. It is authoritatively stated, that this interest is the largest after that of Agriculture, in America; the exhibit of official statistics placing it thirty-three per centum above those of cotton and wool combined. For many years New England, comparatively speaking, monopolized the trade in this country, and of late years Philadelphia acquired quite a reputation for fine work, in so much, that Southern and Western buyers were attracted to that city, to make their purchases of fancy goods. The Trade has recently undergone a very decided change in this regard. Tanneries have multiplied rapidly in Maryland, and factories for the manipulation of their products, have increased in corresponding ratio in our city. The Line of Steamers established between this Port and Boston, and known as the "Boston and Baltimore

Coakley Brothers,
IMPORTERS AND LEATHER DEALERS.
SEE PAGE 388.

improvements have been made in the style and quality of the goods manufactured here. Southern and Western buyers need no longer go to Philadelphia, to obtain their supplies. As fine and stylish Shoes are made in Baltimore, as can be produced anywhere in the country; and this fact has come to the knowledge of the trade throughout the South and West, who are already displaying an appreciation of it, by resorting to this market to make their purchases. The terms obtained here, are as favorable as can be secured anywhere else in America. As an evidence of the solid growth of the trade, it may be as well to mention, that not a single failure has ever occurred among the manufacturers, and those who have begun with small capital, and very meagre stock, have been encouraged to enlarge their sphere of operations, and enter into competition with old and established Houses. About three years ago the Baltimore Shoe and Leather Board of Trade was established, and its influence has been very beneficial to the growth of this branch of industry. It has endeavored to bring about a proper state of feeling between the laborer and capitalist, and ward off the strikes, so destructive to the true interests of any business, and in the main it has been successful. The officers of the Shoe and Leather Association are as follows: President, Henry C. Smith; Vice Presidents, Jas Carey, Geo. J. Appold, T. J. Magruder, Wm. F. Larrabee; Recording Secretary, E. S. Allnutt; Corresponding Secretary, Arthur P. Baer; Treasurer, Wm. T. Dixon.

The manufacture of Boots and Shoes gives employment to at least four thousand persons, the average weekly salary being $22 for men, and $12 for women and girls. The Rubber trade, a branch of the Shoe business, has assumed large proportions. From a statement of the President of the Shoe and Leather Board of Trade, we give the following statistics for 1872:

Sales of boots and shoes by jobbers and retailers.....	$8,500,000
Rubbers sold.....	500,000
Manufacturers.....	6,600,000
Auction sales.....	500,000
	$16,100,000
Sales of leather about.....	3,000,000
Sales of hides.....	1,256,000
	$20,356,000

Most of the Leather (over two-thirds of the hides) is tanned in Maryland, and one-third is consumed by the factories of Baltimore, while a very large amount is exported to New York city, Philadelphia, Rochester and other places.

The rapid growth of the trade, made necessary about two years ago the addition by the Baltimore and Boston Steamship Company, of another first-class Steamer to their Line, making in all six fine Steamers plying between this Port and Boston; and these having been found insufficient to accomodate the rapidly increasing trade between these two Ports, another splendid Steamer has been ordered, and will be ready for the line by the first of September, 1873. As was said above, the gentlemen engaged in this branch of business by their high character, and substantial position in the community, are a sufficient guarantee to purchasers from abroad, that they will receive *here*, what they buy, and at prices which compare favorably with those elsewhere offered.

TUCKER, SMITH & CO.

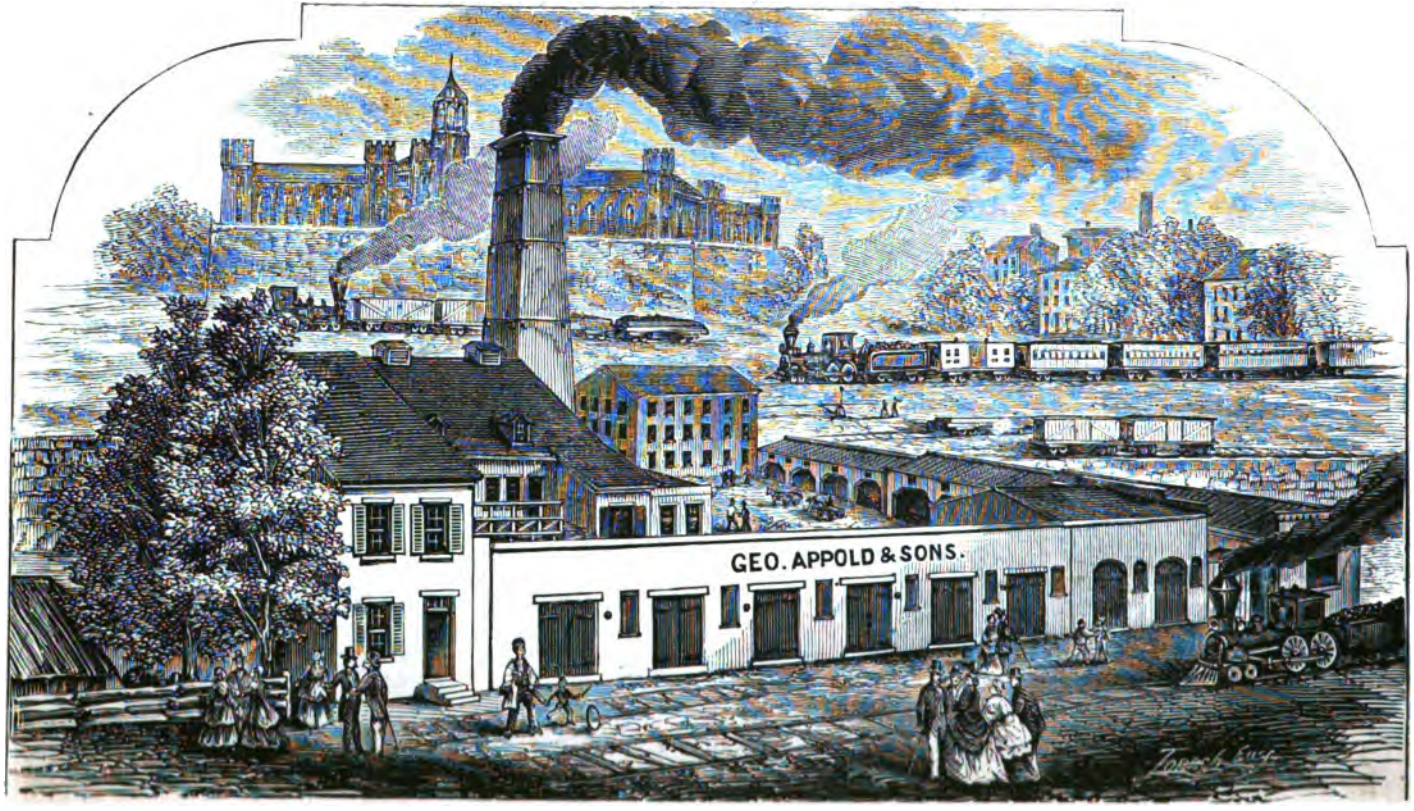
Manufacturers and Wholesale Dealers in

Boots, Shoes, Hats & Caps

250 Baltimore Street,

W. A. TUCKER,
H. C. SMITH,
S. B. SPRAGINS.

BALTIMORE.



GEO. APPOLD & SONS, Hide and Leather Dealers, 8 and 10 Water Street, Tannery, North and W. Madison Streets.
CASH ADVANCED ON CONSIGNMENTS.

DEVRIES, YOUNG & CO.

WILLIAM DEVRIES,
ALEXANDER YOUNG,
S. K. G. DEVRIES.

WHOLESALE

BOOTS AND SHOES

310 W. Baltimore Street,

BALTIMORE, MD.

We invite the Trade to an examination of our stock, which consists principally of warranted work, made by best factories at home and abroad. Satisfaction guaranteed.

CHAUNCEY BROOKS.
DAVID G. ROGERS.

WILLIAM F. CLAUTICE.
ADORAM PHELPS.

BROOKS, ROGERS & CO.

WHOLESALE DEALERS IN

BOOTS & SHOES

346 BALTIMORE ST.

Baltimore.

JNO. J. & S. J. HURST,

WHOLESALE DEALERS IN

Boots, Shoes and Brogans

286 W. BALTIMORE STREET,

Nearly Opposite Sharp Street, **BALTIMORE.**

FRANK F. HORNER & CO.

WHOLESALE

BOOTS AND SHOES,

RUBBER GOODS, ETC.

343 W. Baltimore Street, Baltimore, Md,

PERRY, CLARK & CO.

MANUFACTURERS OF

WOMEN'S, MISSES' & CHILDREN'S

Machine and Hand-Made Shoes.

With capacity and facilities for making One Thousand pairs of Shoes daily, we are enabled to fill orders promptly.

ESTABLISHED IN 1842,

Thirty years' practical experience enables us to produce Stylish, Substantial Goods, that will give satisfaction to the consumer, and reputation to the dealer.

PERRY, CLARK & CO., 9 N. Charles St., Baltimore.

RUSSELL & ALGER,

MANUFACTURERS AND WHOLESALE DEALERS IN

BOOTS AND SHOES,

No. 25 SOUTH HOWARD ST., (New Building,)

BENJAMIN RUSSELL, P. R. ALGER, } General Partners.
JAMES A. GARY, Special Partner.

Baltimore.

LARRABEE'S BLOCK.

E. LARRABEE & SONS,

WHOLESALE

LEATHER

AND

SHOE FINDINGS,

NO. 20 S. CALVERT STREET,

BALTIMORE.

JOHN D. HAMMOND. HENRY A. ANTHONY.

JOHN D. HAMMOND & CO.

SADDLE, HARNESS, TRUNK
AND
Collar Manufacturers,
WHOLESALE AND RETAIL,
361 West Baltimore Street,
(Opposite the "Eutaw House,")
BALTIMORE.

ROBT. LAWSON & CO.

MANUFACTURERS OF

SADDLES, HARNESS, TRUNKS & COLLARS,

ALSO, DEALERS IN

Robes, Horse Covers, Whips, Traveling Bags, &c.

N. B.—We are largely engaged in manufacturing

BUGGY SADDLES.

No. 277 West Baltimore Street, Baltimore.

W. G. MAXWELL,

219 WEST BALTIMORE STREET, BALTIMORE,

Manufacturers' Agent, Importer and Dealer in

Goodyear's Rubber Goods

Of every description. Also,

Cotton and Woolen Factory Supplies, Leather and Rubber Machine Belting, Hose and Packing, Patent Lace Leather, Rubber Boots, Shoes and Clothing, Elastic Stockings and Knee-Caps, English Table Oil Cloths, Umbrellas, Trunks and Traveling Bags.

J. C. BALDERSTON. J. H. WARD.

BALDERSTON, WARD & CO.

AGENTS

NATIONAL RUBBER CO.

"McCREERY BUILDING,"

Baltimore.

Maryland Life Insurance Co.

No. 10 South Street, Baltimore.

Paper.

AMONG the many interests that have rapidly developed of late years in our city, may be mentioned the manufacture and sale of Paper. Fifteen years ago but one or two paper-mills were in operation in the State, while $200,000 would probably have covered the capital invested in its production and sale. To-day the capital employed in this branch of industry, will not fall far short of $4,000,000, and the gentlemen engaged in it are among our most substantial and reliable citizens. Numbers of mills have been established along the streams accessible from Baltimore. Large numbers of operatives are employed, and nearly all the different varieties of paper known to the Trade, are manufactured as cheaply and of as good quality as at any similar establishments in the country. In fact, with the exception of the finest kinds of writing paper, paper of any grade manufactured in our own State, can be bought in Balimore at as low prices as in any city in America, and the large wholesale dealers are ready to guarantee the statement. Straw wrapping Paper that originally came exclusively from New York is now manufactured in such quantities by our wholesale dealers, as to render the home market entirely independent. Straw-Print, Rag-Print, No. 2 Book, No. 1 Super, are all staple productions of the mills; and several large establishments are now engaged in the manufacture of bogus Manilla and No. 1 Manilla. In the single article of Printing-paper, upwards of 50,000 pounds are manufactured daily in this State. Indeed in the manufacture of Book and Printing paper, New York is made to pay tribute to our city. The mills engaged in supplying the wholesale dealers in Baltimore, are extensive, and fitted with the most costly and thoroughly improved modern machinery. They are located upon streams immediately adjacent to the different lines of Railroad leading to the city. The location of Baltimore is favorable to an indefinite expansion of their numbers, as the demands of the trade increase. For the finer grades of Writing-paper, agencies are established in this city by the manufacturers, and such goods can be purchased here at factory prices. Paper is now sent from Baltimore to all parts of the country, and the limits of the trade are enlarging every day.

In addition to the above, the finest classes of French and German Paper are imported to this city, and distributed to all sections of the United States.

PAPER OF EVERY DESCRIPTION MADE TO ORDER.

DAVID W. GLASS. MARCUS W. WOLF.

DAVID W. GLASS & CO.

PROPRIETORS, BRANDS,

CONGRESS, CAPITOL, OLD DOMINION AND MONUMENTAL MILLS

PAPERS,

7, 9 & 11 SHARP STREET, BALTIMORE.

123 N. FRONT STREET, PHILADELPHIA. All orders addressed to Baltimore, receive prompt attention.

J. WHEELWRIGHT. G. A. DOBLER. E. T. MUDGE.

WHEELWRIGHT, MUDGE & CO.

WHOLESALE

PAPER WAREHOUSE,

AND MANUFACTURERS OF

BOOK AND NEWS PAPER,

ALL GRADES, SIZED AND UNSIZED,

S. E. Corner Sharp and Lombard Sts., Baltimore.

JOHN A. DUSHANE,

MANUFACTURER OF AND DEALER IN

PAPER

Of Every Description,

No. 40 South Charles St., Baltimore.

Book and News Papers a Specialty, and Made to Order at Short Notice.

JOHN CUSHING. JACOB H. MEDAIRY.

CUSHING & MEDAIRY,

Booksellers & Stationers,

No. 6 N. HOWARD STREET,

Opposite the Howard House, BALTIMORE.

BLANK BOOKS MADE TO ORDER IN ANY STYLE.

WM. J. C. DULANY & CO.

WHOLESALE JOBBERS IN

Books, Stationery

AND ALL KINDS OF

WRITING AND WRAPPING PAPERS,

332 WEST BALTIMORE STREET, BALTIMORE.

SOLE PROPRIETORS OF THE CELEBRATED

Gen. Rob't E. Lee Steel Pen

Put up in handsomely Lithographed Boxes (Six to the Gross.) The most desirable Pen to Retail yet manufactured.

A handsome Lithographic Picture of General Lee accompanies each Gross.

PRICE $1.

PUBLISHERS OF THE NEW

School History of the United States;

BY

J. S. BLACKBURN and W. N. McDONALD,

Principal Alexandria High School, Va. *Principal Male High School, Louisville, Ky.*

One Volume, 12mo, 510 pp., Cloth, $1.75.

AND

BLACKBURN & McDONALD'S

GRAMMAR SCHOOL HISTORY OF THE UNITED STATES.

One Volume, 12mo, 225 pp., Cloth, $1.25.

These Books are largely used in the Public Schools, and many of the best Private Schools in the United States.

LIBERAL TERMS FOR INTRODUCTION.

METHODIST EPISCOPAL BOOK DEPOSITORY,

122 W. FAYETTE STREET, BALTIMORE.

Have constantly on hand a large and varied stock of

THEOLOGICAL
AND
Sunday School Library

BOOKS,

The Latest and Best from all the Publishers.

BIBLES, HYMN BOOKS,
POCKET BOOKS,
ALBUMS, CHROMOS,

French, English & American Stationery,

MUSIC, REWARDS, REQUISITES,

Church and Sunday School Papers,

Everything, in fact, necessary for the complete outfit of the Sunday School and the Church. We guarantee satisfaction and furnish all the above at New York prices.
Address,

D. H. CARROLL, Agent.

METHODIST BOOK DEPOSITORY CHURCH ROOMS
METHODIST 122 EPISCOPAL CHURCH ROOMS
BOOK, SUNDAY SCHOOL AND TRACT DEPOSITORY
THEOLOGICAL & MISCELLANEOUS WORKS

TURNBULL BROTHERS,

8 N. CHARLES ST.

BALTIMORE,

Importers, Publishers, Booksellers & Stationers

Dealers in Books in Every Department of Literature,
Publishers of Standard Works,
Importers of Fine Stationery,
Manufacturers of Blank Books and Commercial Stationery.

LITHOGRAPHING A SPECIALTY.

CHECK BOOKS, DRAFTS, &C., NEATLY EXECUTED,

Our House is represented abroad by skillful and experienced buyers, who keep us constantly supplied with the choicest and most elegant works of the Foreign Press.

Our facilities for furnishing PUBLIC LIBRARIES are unsurpassed, and our prices are the lowest. Correspondence solicited.

CUSHINGS & BAILEY,

PUBLISHERS, BOOKSELLERS and STATIONERS,

No. 262 Baltimore Street, Baltimore.

BOOKS.

Keep constantly on hand a large stock of Books, embracing

School Books, Law Books, Medical Books,
Scientific Books, Agricultural Books, Theological Books,
Miscellaneous Books, Bibles, Prayer Books,
Hymn Books of every Denomination,
Children's Books, Toy Books.

STATIONERY,

For Dealers, Banks, Insurance Companies, Counting Houses, Associations, Newspaper Offices, Printers, Binders, Lawyers, Physicians, Clergymen, Brokers, Schools, Families, Rail Roads,

INCLUDING

Papers, Envelopes,	Post Office Boxes,	Memorandum Books,
Lead Pencils,	Bill Head Boxes,	Pass Books, Twine,
Slates and Slate Pencils,	Reference Files,	Pen Holders,
Inks, Inkstands,	Copying Presses,	Copy Books,
Paper Weights,	Copying Books,	Books of Notes,
Rulers,	Copying Brushes,	Drafts, Checks,
Erasers,	Oil Paper,	Mucilage, Sealing Wax,
Penknives,	Blotting Paper,	Tags, Wrapping Papers,
Portfolios,	Pocket Books, Games,	Diaries, Shears,
Pens, Clips,	Photograph Albums,	Stamping Machines,
Mathemat'l Instruments,	Newspaper Files,	Check Cancellers,
Cash Boxes,	Calendars,	&c., &c., &c.

BLANK BOOKS OF EVERY SIZE, QUALITY AND BINDING.

PAPER, STATIONERY, &c.

Blank Book Manufactory.

JOHN M. MILLER & CO.

325 BALTIMORE STREET,

S. W. cor. Baltimore and Howard Sts., BALTIMORE.

Keep on hand a large and well assorted stock of

Cap, Letter, Note, Legal and Wrapping Papers,

BONNET BOARDS, WINDOW SHADES,

Inks, Slates, Steel Pens, Pencils, Gold Pens,

And every variety of Stationery for Counting-Rooms and Country Merchants.

BLANK BOOKS of all descriptions constantly on hand or made to order for Banks, Corporations, or Business Firms.

RAGS purchased for cash or exchanged for Goods.

JOHN M. MILLER. HIRAM D. MUSSELMAN.

ESTABLISHED IN 1840.

THE BALTIMORE NEWS CO.

SUN IRON BUILDING, Cor. Baltimore and South Streets, } BALTIMORE.

Wholesale and Retail Dealers in all articles which form the

Booksellers', Stationers' and News Dealers' Stock.

We keep on hand a full line of the Publications of all the New York, Boston and Philadelphia Houses, and sell at Publishers' lowest prices.

STATIONERY GOODS.—A full stock always on hand, including *Papers, Pens, Inks, Pen Holders, Lead and Slate Pencils, Blank Books, Playing Cards, Envelopes, Slates, Toy Books, Games, Albums, Portfolios, Writing Desks,* and all the New Novelties, &c., &c.

INITIAL PAPERS a Specialty.

Trade List, containing lists of NEWSPAPERS, MAGAZINES, and other information of value to Dealers sent free on application. Send your orders to

THE BALTIMORE NEWS CO.

Sun Iron Building, Baltimore.

Stark & Wright

STATIONERS — LITHOGRAPHERS

Wedding & Visiting Card

Engravers and Printers.

Monograms, Crests and Coats-of-Arms.

161 W. BALTIMORE ST., BALTIMORE.

SOUTHERN DEPOT FOR BANK, RAILROAD AND OFFICE STATIONERY.

We have Our Own **Steam Printing Office,** AND **BLANK BOOK BINDERY.**

And Initial Stamping AND COPPER-PLATE PRESSES **All in One Building,** *Under Our Personal Supervision.*

Employ the best workmen, use the best material; and can compete successfully with any house in the country, in price and quality of work. Estimates cheerfully made.

SEND for CATALOGUE and SAMPLES of WORK.

KELLY, PIET & CO.

Printers, Publishers, Booksellers, Stationers

AND IMPORTERS,

174 WEST BALTIMORE STREET, BALTIMORE.

Jobbers and Retailers of School and Miscellaneous Books.

BOOK AND JOB PRINTING IN ALL ITS BRANCHES.

BLANK BOOKS MADE TO ORDER IN THE BEST MANNER.

PUBLISHERS OF

Newell & Creery's Series of Spellers and Readers,

Used in the Public Schools of Baltimore City.

Irving's Series of School Catechisms.

Gen. F. H. Smith's Series of Mathematical Books,

Used in the Virginia Military Institute, Lexington, Va.

THE CATHOLIC MIRROR,

Official Organ of the Archbishop of Baltimore, and of the Bishops of Richmond, Wheeling, Wilmington and Vic. Apost. of North Carolina.

A First-Class Family Newspaper Published every Saturday.

TERMS.—*Invariably in Advance.*—$3.00 per Year; Six Months, $1.50; Four Months, $1.00

CLUB RATES.—2 Copies, $5.00; 3 Copies, $7.00; 4 Copies, $9.00; 5 Copies, $10.00.

Any Book, no matter where published, if to be had, can be procured by ordering from

KELLY, PIET & CO., Baltimore.

PEMBROKE SCHOOL FOR BOYS AND YOUNG MEN,

Nos. 187, 189 & 191 MADISON AVENUE, BALTIMORE,

A SELECT

English, Classical, Commercial & Modern Language

INSTITUTION.

Prof. JAMES C. KINEAR, A. M., Principal,

Aided by SIX PROFESSORS of established reputation.

Advantages and Accommodations for Boarding and Day Students Unequalled.

COMPLETE GYMNASIUM AND EXTENSIVE PLAYGROUND.

Session opens Second Monday in September and closes June 20th.

For CIRCULARS, with Details and References, apply as above.

Artists', Drawing and Wax Flower Materials.

KELLINGER & CO.

No. 6 NORTH CHARLES STREET, BALTIMORE,

Keep in stock a large and complete assortment of

Artists', Drawing, Gilders', Grainers,' Frescoers, Coach & Sign Painters' Materials

OF BEST MAKES.

OIL PAINTINGS, ENGRAVINGS, CHROMOS, LITHOGRAPHS, PHOTOGRAPHS

IN LARGE VARIETY.

Wax Flower Materials, French Glass Shades,

Decalcomania or Transfer Pictures.

All of which are offered to the trade at lowest prices, and all orders shall have prompt attention.

Paper Bags.

THE manufacture of Paper Bags is of recent origin. Only a few years ago they were unknown, and dealers seemed content to wrap their goods and wares in the old-fashioned paper bundles. But American genius, which contemplates convenience, as well as principles of science and mechanics, applied itself to the comfort of store-keepers and customers, with complete success. The Paper Bag now universally used, is an indispensable requisite to the business, and the economy of home. The most perfect Bag in use, is the invention of an American Lady. The machine which cuts, prepares, folds, and pastes the bag with the square ends is her invention; for which she should receive the daily thanks of sellers and buyers.

All articles designed for shipment or transportation, or home consumption, are packed neatly in appropriate bags; hence their manufacture has become a very extensive interest, and some of our largest Houses have made a specialty of them, with an invested capital of upwards of $250,000. The demand for them increases proportionately with growth of business, and during the past year we manufactured about one hundred millions, the sales of which amounted to $400,000, requiring about 800 tons of paper. A large portion of these were shipped to New York; and great quantities sold to the South and West, besides those used at home. On account of the great facilities which Baltimore possesses for the manufacture of Paper, and Paper-Bags, its Paper mills, which line the never failing streams of Maryland, its exhaustless stores of raw-material, and the cheapness of labor, render it the best market for the supply of this indispensable Paper Package.

Cotton.

THE Cotton Trade of Baltimore, is a growing interest. For many years, little was done in this great Staple, but the increased facilities for shipment to this Port, the enterprise and thrift of the men engaged in the trade, and the admirable system of warehouse storage recently introduced, have given an impetus to the Cotton business which promises to make it a very powerful auxiliary to the commercial prosperity of our city. A Cotton Exchange has lately been established, which publishes a daily Market Statement, and in many ways facilitates trade in this important branch of industry. Its officers are Messrs. George P. Tiffany, President; Geo. R. Gaither Jr., Vice-President; Jos. S. Whedbee, Treasurer; Fred'k. G. Whelan, Secretary; and its members are gentlemen of the highest standing and excellence in the community. The receipts of Cotton for the present year have greatly exceeded those of any similar period in the past; and the demand for expor-

tation, and for home consumption, by the immense factories in and around our city for the manufacture of Cotton Duck and the lighter Cotton goods, leaves no doubt of the very rapid increase of the trade in the future. The system of warehouse storage established in 1867 under a charter from the State of Maryland by a number of our leading capitalists, is superior perhaps in perfection of detail and security, to that of any city in the country. Some of our leading merchants are engaged in the Cotton business, and they can now advance money on consignments with security to themselves, and their patrons. When the Cotton reaches this port, it can be stored at comparatively little expense in the vast reservoirs of the Company, where it may remain for a mere trifle, until a favorable opportunity offers for its disposal. In the meantime cotton-certificates are issued by the Baltimore Warehouse Company, incorporated 1867, which can be transferred as other negotiable securities. The capital of the company is $1,000,000, and the flattering auspices under which it was inaugurated leaves no doubt of its success in the future and its beneficial influence upon the Cotton trade of our city. In connection with the Cotton trade of Baltimore, a Cotton-Press has been established, with all the modern improvements in machinery, and with a capacity sufficient to accommodate the wants of the trade for many years to come. From data before us and for reasons which have been repeatedly urged, we think it safe to say, that Baltimore is destined in the future to become one of the great Cotton marts of the world.

EDWD. T. NORRIS. *SUMMERFIELD BALDWIN.*

WARREN COTTON MILLS, WARREN, BALTIMORE COUNTY, MD.

NORRIS & BALDWIN, AGENTS, DRY GOODS COMMISSION MERCHANTS,
NO. 98 SHARP STREET, BALTIMORE.

ALBERTON COTTON MILLS,

MARYLAND.

James S. Gary & Son,

MANUFACTURERS OF THE WELL KNOWN

Alberton Standard
SHEETINGS and DRILLS.

Alberton and Kentucky 7-8 and 4-4
OSNABURGS.

Alberton and Sagouan 28, 36 and 40 inch
TWILLS.

Western Star 29 and 40 inch
DUCK,
For Tents and Wagon Covers.

Baltimore 28½ inch
DUCK.

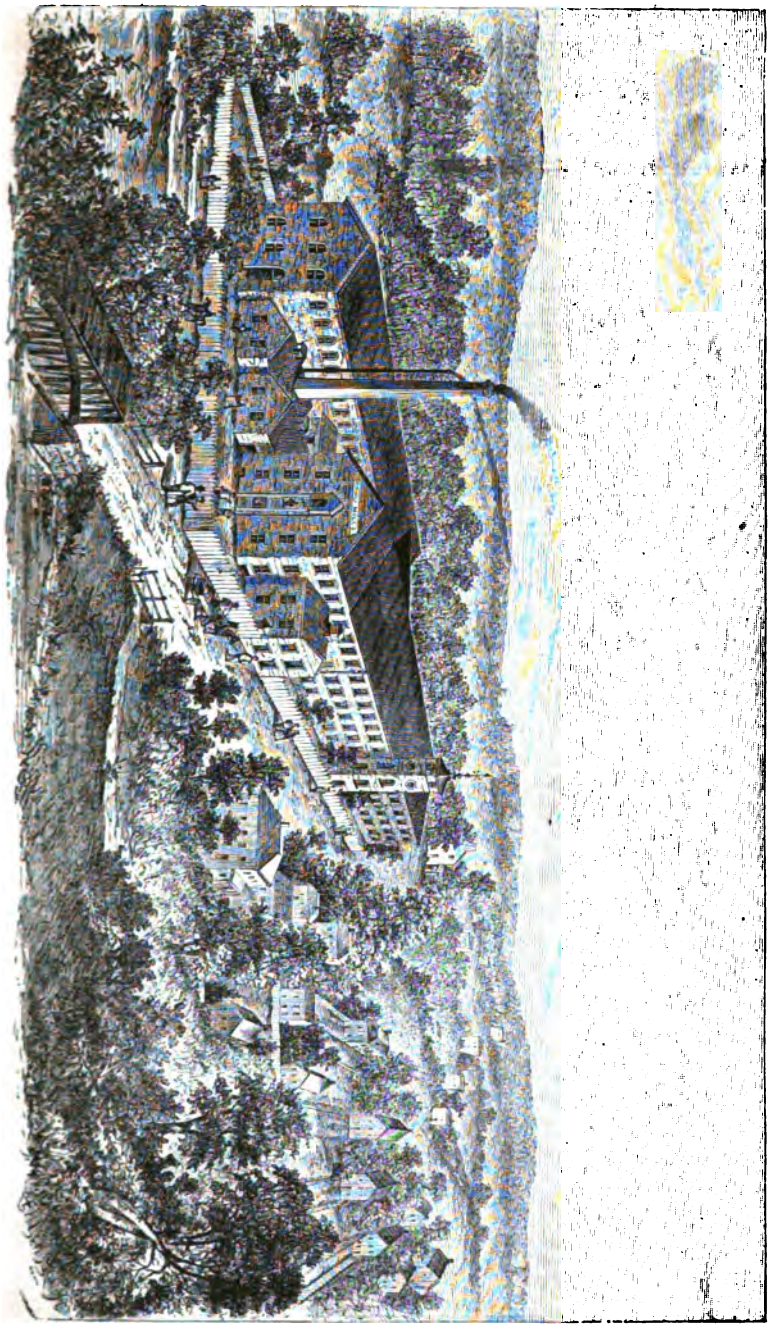
Alberton 40 inch Striped
BAGGING.

Alberton Blue and Brown
DENIMS.

Alberton Blue, Green and Fancy Colors,
AWNING STRIPES.

Cotton Warps, Carpet Chains, &c.

OFFICE, 24 GERMAN STREET,
BALTIMORE.



DRUID MILLS, BALTIMORE COUNTY, MD. GAMBRILL, SONS & CO.

OFFICE, No. 41 LOMBARD STREET.

SAVAGE MANUFACTURING CO.

HOWARD COUNTY, MD.

Owners, WM. H. BALDWIN, JR. & CO.

Selling Agents, WOODWARD, BALDWIN & CO. { *Baltimore, New York.*

LAUREL MANUFACTURING CO.

LAUREL, PRINCE GEORGE'S COUNTY, MD.

GEORGE P. TIFFANY, President.
EDWARD TIFFANY, Secretary.
ROB'T PILSON, Superin't.

LAUREL D 4-4 STANDARD SHEETINGS,
Do. H 4-4 MEDIUM Do.

CHASE, STEWART & CO., Baltimore and New York Selling Agents.

Cotton Duck.

PRIOR to 1839 all or nearly all the Cotton Duck manufactured in this country was made by the Passaic and Phœnix Mills in Paterson, New Jersey, and the exorbitant prices demanded by these monopolists, did much to check the trade in this article. To-day, two-thirds of the Duck made in the United States is manufactured in the vicinity of Baltimore, and the above mentioned mills have discontinued its production. In the year 1839 the property known as the Old White Hall Flouring Mill, on Jones' Falls, was purchased by one of our distinguished citizens and converted into a Cotton Factory. The enterprize prospered, and in 1843 the Woodberry Factory was built, and its capacity doubled in 1845. The Mount Vernon Factory was constructed at the same time. The Old White Hall was burnt in 1852, and the Clipper Mill, a factory of great capacity, was erected on its site with such expedition, that it was in running order six months after the conflagration. This mill was destroyed by fire in 1866, but subsequently rebuilt, and its capacity doubled. The Druid Mill was commenced in 1865, and enlarged in 1872. The latter is at present the largest Cotton Duck Mill in the country. In addition, there are now at work in the vicinity of Woodberry, the Mount

Vernon Factory No. 2, the Park Mill, and the Washington Factory, all engaged in the manufacture of Cotton Duck.

Of course the war had a depressing effect upon the production of this commodity. Our domestic mills were cut off from their Southern supply of the raw material—Cotton advanced fabulously in price, and Russian and English looms for the time practically supplied the market. In 1866, the price of cotton fell rapidly—the new crop from the South was brought to the factories, and since that time foreign goods have almost been driven from the market.

The process through which the raw material passes before it is converted into Duck may be interesting to our readers. The cotton is first cleaned by machinery, and after seeds, lumps and dirt are removed, it is transferred to carding machines, which perform, on an immense scale, the operation which was formerly slowly effected by hand. It passes thence through several machines, by which the roll of fibres is gradually reduced in size, and becomes at last a firm, fine thread. A number of these are then twisted together, to make a cord of sufficient strength, and of these latter the "warp," or foundation of the fabric is formed; other cords, wound on bobbins, supply the "woof" or filling. These woven together by the looms make the cloth complete, and it is then rolled into bolts, and packed in bales for shipment. All this necessarily requires an immense amount of intricate machinery, and it is estimated that a force of two thousand two hundred horse power is used in these Mills. In addition to the manufacture of Cotton-Duck, Fishing Nets are made here by machinery, the only place in the United States where this is done to any great extent. Upwards of 25,000 bales or more than 12,000,000 pounds of cotton are consumed annually by these Mills. They employ fully 1,800 hands, and minister to the support of at least 5,000 persons. The Cotton-Duck is used extensively in the manufacture of sails, awnings, bags, and for a number of other purposes. It is unnecessary to add that the South and West can be supplied in this market on the most reasonable terms.

Cotton Bags.

AS an appendage to the manufacture of Cotton goods in the city of Baltimore, and especially to the manufacture of Cotton-Duck, the preparation of grain Bags and Sacks demands particular notice. Baltimore is favorably located for their manufacture. The many mill streams in the neighborhood of the city, the numerous cotton mills in and immediately around it, and the superiority of the heavier class of domestics especially suitable as material for their construction, enable the manufacturers to compete successfully with any of the Eastern cities; while the moderate cost of living, and low rents, give the trade an advantage over New York and Boston. The immense

amount of wheat and corn which passes through, or is manipulated in our market, creates a demand for the manufacture of grain Bags and Sacks, which would at all times cause a degree of activity with the merchant engaged in that trade; but a system prevails at this Port which renders the market very particularly active. A very extensive business is done in hiring Sacks for shipment to Europe, the owner of the Sacks shipping under his own Bill of Lading, in the same manner as the dealer ships his grain. The capital invested in the trade is very large, all Jute Goods are landed by our European Steamers at lower freights than elsewhere. The facilities for the manufacture of the Bags are first-class, and the character of the men engaged in this branch of industry is a complete guarantee that persons dealing with them are sure to get what they buy. In this particular branch of manufacture, the Baltimore article can readily compete with that of New York or any other.

JOHN C. GRAFFLIN. GEO. W. GRAFFLIN.

BALTIMORE BAG FACTORY,

Nos. 73, 75 and 77 SOUTH STREET.

JOHN C. GRAFFLIN & CO.

IMPORTERS, MANUFACTURERS AND DEALERS IN

BURLAPS, COTTON BAGGING,

BALE ROPE, TWINES,

New and Second-Hand Seamless, Grain & Gunny Bags, Cotton Duck, Twills &c.

GUANO, BUCKWHEAT, FLOUR AND SALT BAGS PRINTED TO ORDER.

AGENTS FOR THE "ARROW TIE,"

MARYLAND BAG FACTORY.

KLINEFELTER BROTHERS,

MANUFACTURERS AND DEALERS IN EVERY DESCRIPTION OF

BAGS.

Phosphate Bags neatly Printed to Order.

☞TOBACCO POUCHES A SPECIALTY.

SOUTH AND PRATT STREETS, BALTIMORE.

Maryland Life Insurance Co.

No. 10 South Street, Baltimore.

WM. KNABE & CO.

PIANO-FORTE MANUFACTURERS, SQUARE, GRAND AND UPRIGHT,

Ware-Rooms, No. 350 W. Baltimore St., Baltimore,

112 FIFTH AVENUE, NEW YORK CITY.

Curled Hair.

ABOUT the year 1836, a young German came to this country and shortly afterwards established a small factory for the manufacture of Hair, Bristles, &c., on Colston's Hill, near the Hookstown Road. The life of the factory was healthy from the first, and its business gradually enlarged, until in 1847 the location was insufficient for its pressing requirements. A lot of ground was purchased on the Frederick Road, and a new factory erected. From that time to the present the increase of the trade has been very rapid. The various uses to which Hair and Bristles are put, the rapid development of the country, and the incessant demand for goods of this sort for upholstering purposes and brush materials, and the toilet generally, caused an expansion of the trade, which rendered it difficult at times, to supply the orders that came to the factory. Its capacity was enlarged, agencies were created in the leading cities of the west for the procurement of raw materials; tenant houses were erected for the employees, warehouses for the storage of both crude and manufactured goods; and now a thriving village crowns the location which but a few years ago was a barren plat of ground. Others encouraged by the success of the young German, have invested money in the business, and a number of smaller factories have sprung into existance, whose business is only circumscribed by their capacity.

The factory on the Frederick road, known as Wilkens' Factory, turns out 40,000 pounds of manufactured goods per week; and it is estimated that at least seven hundred operatives are employed, and several million of dollars are invested in the business. The manufactured goods are consigned to Retail Merchants and Upholsterers throughout the United States; and large quantities are exported for consumption abroad.

The curled and manufactured Hair produced by the factories of Baltimore is unsurpassed for excellence, and the market price is lower than in any other city in the United States, because of the vast capital invested, the extensive experience, and thorough knowledge of the business, possessed by those engaged in its production.

William Wilkens. H. H. Graue.

WILLIAM WILKENS & CO.

STEAM

Curled Hair & Bristle Manufacturers,

DEALERS IN

HAIR CLOTH, DAMASK, PLUSH,

AND

Upholsterers' and Coach and Cabinet Makers' Materials

IN GENERAL,

300½ W. Pratt Street, **BALTIMORE.**

217 Pearl Street, **NEW YORK.**

Leaf Tobacco.

THE Tobacco market of this city has been of paramount importance at all times since the commencement of its history. In colonial times and indeed for a long period afterwards, it was the only crop raised in this State, by which she was known to outsiders, insomuch that the lands were impoverished, and farmers and planters driven to the cultivation of other products, to restore the soil to its original fertility. Early in the history of the State, inspection laws were adopted by the Legislature for the protection of planters and buyers. These laws were perhaps the most judicious of their kind ever devised, and have remained in force with but little alteration to the present moment. Under them, five large warehouses have been established in Baltimore, at points convenient to the shipping. The manner of inspection is so simple, and apparently equitable, that it may not be out of place to give a brief description of the process. One head of a hogshead of Tobacco having been removed and the hoops loosend, the hogshead is turned over, and the entire casing lifted off the Tobacco. The compact mass thus exposed, is broken into at five different points with an iron bar, and a sample taken from each opening.

An average of each of these samples is selected, and the whole tied together with a strong tape, sealed and labelled. The casing is replaced, and the hogshead coopered according to its necessities. The samples chosen and made official, are regarded as establishing the grade of the Tobacco, as well as the quality of the packing, and by these the sales are made. The fees, waste and cost of storage, &c., are so insignificant when compared with methods of inspection in other cities, that though the policy of the State of late years has been to discourage governmental inspections, the system with reference to *Tobacco* has not been disturbed. Four of the five Inspectors are taken from the rural districts, where the wiles of politics usually give place to integrity and fair dealing; and the consequence has been that with the rarest exceptions, the offices have been filled by high-toned, honorable gentlemen engaged in the cultivation of the plant themselves, and thoroughly competent to discharge the duties which pertain to the office.

The increase of the trade in this city, and the insufficient accommodations of the present warehouses, have led to the erection of another which will be completed in a few months. During the year 1872, there were inspected 51,209 hogsheads of Tobacco, in addition to 5,682 hogsheads remaining in the warehouses on the 1st of January of that year. The Foreign shipments during that period, and which were made to a large number of European ports were 49,983 hogsheads. The quality of the Tobacco grown in Maryland, and that brought to this market from Ohio, and Kentucky, is of coarse, heavy grade, and is consumed principally in portions of France, and Germany, where the people care more for quantity than quality. Shipments have been retarded to some extent by the scarcity of tonnage, but the increased facilities afforded by the improvements in the harbor to be completed by the first of May, and the very rapid augmentation of the shipping in the past few months, will lead in the near future, to a very large expansion of the trade.

L. W. GUNTHER,

General Commission Merchant

AND

TOBACCO FACTOR,

No. 90 Lombard Street,

ONE DOOR WEST OF EXCHANGE PLACE,

BALTIMORE.

WM. A. BOYD & CO.

WHOLESALE DEALERS IN

SEED, LEAF & HAVANA

TOBACCO,

Have always in store a full assortment of "CONN" and other select crops.

Manufactured Tobacco,

CIGARS, &c.

No. 33 South Street, Baltimore.

WERNER DRESEL. *FERD. DRESEL.*

W. DRESEL & CO.

TOBACCO

AND

General Commission Merchants.

Werner Dresel, Imperial German Consul.

37 South Gay St.. BALTIMORE.

Manufactured Tobacco.

OUR City has always been one of the leading markets for Manufactured Tobacco. It is contiguous to Virginia, North Carolina, and the great sections of America noted for the production of the best Tobacco on this continent, and also for the manufacture of the best Chewing and Smoking Tobacco in the world. Thus located, Baltimore commands a large portion of this trade, and is in reality the best distributing market in the country. The Commission and Jobbing Trade, with heavy capital is enabled to carry large stocks, and with the forwarding facilities of rail and water, gives us superior advantages over any other city. We have also several very large factories for the manufacture of Smoking Tobacco, Fine-cut, and Snuffs, with advantages unsurpassed by any others elsewhere. The Brands of these have attained a wide reputation in this country and Europe.

Cigars are extensively manufactured in this city, and their superior quality has gained for them, great popularity at home and abroad.

Responsible agencies of the Tobacco Manufacturers of any prominence in the trade of the country are established here, thus giving additional value and attraction to the Baltimore Market.

B. F. PARLETT & CO.

WHOLESALE DEALERS IN

MANUFACTURED

LEAF AND SMOKING TOBACCOS,

CIGARS, PIPES, &c.

92 Lombard Street, near South,

BALTIMORE.

J. D. KREMELBERG'S

FACTORY

OF

AUSTRIAN VIRGINIA CIGARS,

14 & 16 South Frederick Street,

OFFICE—56 South Gay Street,

P. O. BOX 781. ***BALTIMORE.***

MARYLAND LIFE INSURANCE CO.

No. 10 South Street, Baltimore.

Lumber.

THE Lumber Trade of Baltimore city, is very great. We are so favorably located for the prosecution of the business, it would be really strange were this not the case. The Chesapeake Bay affords easy access to the vast Lumber regions of Virginia and North Carolina; the Susquehanna drains the extensive woodlands of Pennsylvania, while the railroad corporations which centre in Baltimore stretch out their arms into the almost limitless forests of West Virginia, Ohio and Indiana. In addition to the requirements for building purposes, this branch of industry has been greatly extended of late because of the vast increase in the number of Houses engaged in the Furniture Trade, the enlargement of the business of those already established, and the springing up in our midst of factories for the manufacture of Mouldings, Ovals, Mirror and Picture Frames, &c., &c.

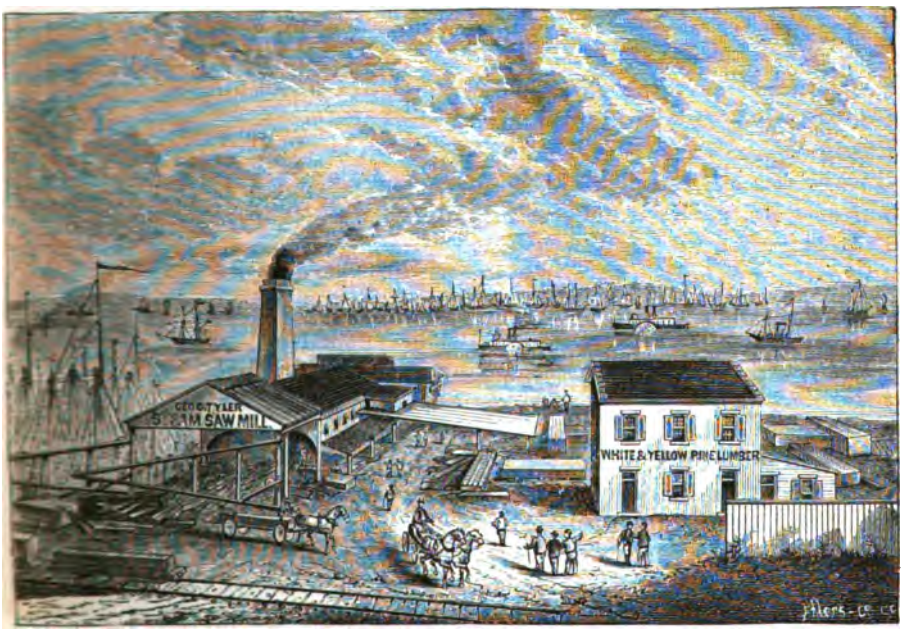
The last few years have witnessed a decided change in popular taste with reference to the material out of which furniture is constructed. Fashion has greatly diminished the use of rose-wood and mahogany, and hence their importation is mainly for veneering purposes. With the increase in wealth and the development of taste, wants have become general which were formerly confined within a narrow circle, and the demand for highly wrought mouldings, handsome frames, passe-partouts, &c., has necessitated the establishment of extensive factories to meet it, where work of the most finished description is turned out.

Walnut, Ash, Poplar and White Pine are now used almost exclusively by furniture dealers, and immense quantities reach the market annually. The best Walnut is brought from the States of Ohio and Indiana; vast quantities of Poplar come from the forests of West Virginia, while the States of Virginia, North Carolina, Georgia and Florida furnish Yellow Pine, from the last two of which is obtained the finest material to be found in the world. Ash and White Pine reach this market in large quantities from Pennsylvania, Ohio and Indiana. About thirty large Houses are engaged in the Lumber business in this city with an immense aggregate capital. The gentlemen who compose the above firms are among our most reliable and honored citizens.

One hundred million feet of White Pine, one hundred million feet of Yellow Pine, and fifty million feet of other Woods, including Walnut,

Poplar, Ash, &c., are received in Baltimore annually. Much of the Wood is dressed in Baltimore and shipped from here to other places. The machinery used in the trade is of the most highly improved character, and the number of employees very large. The workmanship is superior, and the trade offer inducements to purchasers equal to those extended in any other market in the country.

It is a fact worthy of mention, as showing not only the facilities of the trade, but the reciprocity of the different sections of our country, that large quantities of the Lumber product of the South, Yellow Pine and Cypress, are sent to the distant cities of the West and North-West, where it is used almost exclusively in car building, and for other manufacturing purposes, in which cheapness, durability and strength, are essential qualifications. This Lumber is manufactured to order at the Southern mills, shipped direct to the consumer, and is ready for use upon receipt. The orders are received in Baltimore by those dealers who have large interests in the South, and of course minister to the importance of our City. The trade is growing rapidly and will ere long demonstrate the fact that the Western Lumber dealer appreciates the Lumber product of the South as thoroughly as we value the White Pine forests of the North and West. In addition to the Lumber Trade carried on with the South and West, large quantities of White and Yellow Pine are shipped to the West Indies and South America.



GEO. G. TYLER, TIMBER AND LUMBER,
BOSTON STREET, CANTON.

D. E. THOMAS & CO.
Wholesale and Retail Dealers in
CABINET AND BUILDING
LUMBER,
No. 56 East Falls Avenue,
BALTIMORE, MD.

Agricultural Implements.

THE honorable position which the Science of Agriculture has occupied in Maryland in conjunction with the other Southern States, has made Baltimore at all times during her history an extensive market for Agricultural Implements. The present is unquestionably the era of improvement in labor-saving machinery. The farmers of Maryland, generally educated and cultivated, have not been slow to avail themselves of the advantages which have been thereby presented.

They early found that their lands, along with the saving of labor by the use of implements, exhibited also an increase of productiveness which amply compensated them for an appreciation of the prices of machinery. This exercised a fostering influence over the establishments engaged in their manufacture, and gave to the trade an impetus, which by judicious foresight and energy the manufacturers have been able to enlarge, until to-day our City ranks far ahead of most of the large cities in America; and surpassed by few if any, in the production of these essentials to farming. In fact, East of the Ohio no city can compete with Baltimore in this regard.

Ten large Houses are at present doing a thriving business in this branch of industry with a very handsome working capital, and a number of hands averaging four hundred. Formerly each House embraced in its operations all the various implements used in Agriculture, as also Seed and other goods belonging to that pursuit. The introduction of steam and the vast improvements in machinery made it cheaper for Houses to select a specialty and follow it. In this way certain labor-saving machines are manufactured at cheaper rates than formerly, and in a style excelled nowhere on this continent. Of course the number of machines or implements manufactured here has been reduced; but the usefulness of those produced has been proportionately increased, and the general dimensions of the trade greatly enlarged, while

factories for all the very best labor-saving machines manufactured in the United States have here established agencies, where they can be purchased at the factory rates.

All the Agricultural establishments of Baltimore offer the strongest inducements to purchasers from abroad in the way of choice and carefully selected seed, large quantities of which, when not produced under favorable auspices in this country, are imported expressly for the Baltimore market. The annual sales in this branch of industry are very heavy and rapidly increasing, annually amounting at present to fully $3,000,000. Large invoices of Agricultural Implements, Seeds, &c., are shipped to the Southern States, and along the line of the Atlantic coast, in fact through all the country east of the Ohio. In this department of trade, Baltimore affords to dealers, a market equal in quality and prices, to any other in the United States.

E. WHITMAN. ESTABLISHED 1843. E. B. WHITMAN.

E. WHITMAN & SONS,

Nos. 145 & 147 WEST PRATT ST.,

BALTIMORE,

Manufacturers and Wholesale and Retail Dealers in

AGRICULTURAL IMPLEMENTS, SEEDS AND FERTILIZERS.

WHITMAN'S METAL-LINED CUCUMBER PUMP,

THE ONLY PERFECT PORTABLE WOOD PUMP MADE.

Sash Factories.

SINCE the introduction of steam-power into the ordinary pursuits of life, vast improvements have been made in carpentry. Especially has this been the case with reference to the manufacture of Sash, Window Frames, Doors, Blinds &c. So great have been the advances in this department of industry, that the humblest and cheapest dwelling erected in the larger cities at this present writing, will compare favorably in interior finish with the most gorgeous edifices of former times. Baltimore has kept pace with other cities in this regard.

Thirteen Sash Factories, employing upwards of seven hundred hands, and manipulating $1,000,000 of capital, are at present in operation in this city. For fifty years the business of wood-working has been one of our most active industries, but in the last five years the trade has trebled. The quality of the work done by our factories is fully up to the standard established in other

cities. Offices, churches, and public buildings are fitted by the trade, in a style of taste and elegance unsurpassed elsewhere, and which has commanded the admiration of parties from abroad. Baltimore has great facilities in the way of securing lumber of the most available description, and upon the most advantageous terms. The factories engaged in the business, turn out all kinds of work, and offer as great inducements to purchasers as can be obtained in any other city in America. As large as the demand is for home consumption it by no means disposes of the material turned out by these establishments; and large quantities of Sash, Window Blinds, and general Finishings for buildings, are shipped to the Southern States, South America and the West Indies.

G. O. STEVENS. D. G. STEVENS.

GEO. O. STEVENS & CO.

Corner Front and Fayette Streets,

Opposite Shot Tower. BALTIMORE.

Window Sashes, Blinds & Doors,

Slate, Marble and Wooden Mantels,
Mouldings, Cornice, Stair Fixings, &c.

BUILDERS' SUPPLIES.

BALTIMORE MADE WORK.

JOHN W. WILSON. JOHN W. WILSON, Jr.

JOHN W. WILSON & SON,

LUMBER DEALERS

AND MANUFACTURERS OF

Sashes, Doors, Blinds, Brackets, Mouldings, Handrails, Newels, Balusters, &c.

No. 333 SOUTH EUTAW STREET, BALTIMORE.

S. H. & J. F. ADAMS,

BUILDERS,

No. 4½ Barnett Street,

BALTIMORE.

J. R. THOMAS. J. L. LAWTON. WM. MENTZEL.

JOS. THOMAS & SON,

Maryland Moulding, Turning & Sawing Works,

AND SASH, DOOR AND SHUTTER FACTORY.

Church Pews AND Furniture.

Office Desks, Railing, &c.

Established . 1820.

BUILDING MATERIALS,
PARK AND CLAY STREETS.

BUILDING AND HARD WOOD LUMBER DEALERS,

434 WEST PRATT STREET, CORNER PENN, BALTIMORE.

Furniture.

THE manufacture of Furniture is usually a prominent feature in the business of large cities. Our own is not behind her sisters in this regard. The manufacture and sale of all kinds of Furniture have been for years a leading and rapidly increasing interest in Baltimore. Our facilities are superior to those of most American cities. For the lighter kinds of Cabinet Furniture the very best article of yellow-pine can be obtained via the Chesapeake Bay, from the forests of lower Maryland, Virginia, and North Carolina. For other classes of Furniture the forests of West Virginia furnish an inexhaustible supply of soft poplar, which by easy and cheap transportation over the Baltimore and Ohio Railroad, can be obtained on the most reasonable terms, while the competition between the western sections of this Road and the Pennsylvania Central, enables our manufacturers to obtain their supplies of black-walnut from the forests of Indiana, at less cost than those of the North and East, whose distance is more remote. This, in addition to the fact that the cost of living and labor is cheaper in Baltimore, has led to a very rapid development of the business; and in the last five years the manufacture and sale of Furniture have been more than doubled; while many new firms have been added to those already in existence.

As an indication of the enlargement of the trade and the low prices in this city, it may be stated that during the past year extensive orders for Sewing Machine Frames have been received by our manufacturers from the large towns of the North, and have been filled so satisfactorily as to lead to a repetition of the orders. Every style of Furniture, from the richest and most chaste designs for parlors, drawing-rooms, chambers, and offices, to the less pretentious cabinet setts, is manufactured with equal care and skill. Those engaged in the business have displayed great enterprise; and have not contented themselves with their own resources in the selection of patterns, but have made it a point to visit localities where Furniture is largely manufactured, and study the ingenuity and tastes of other sections. Thus the most fastidious and refined taste can be gratified in our city.

A certain amount of European Furniture is imported here, to supply the demand of those who can afford the luxury of foreign styles, but the skill of our handicraftmen has so thoroughly kept pace with the spirit of modern improvement, that this is generally conceded to be totally unnecessary. From accurate information, we are able to state that fully $1,500,000 are invested in the business, 2,000 hands are employed, and the annual sales amount in the aggregate to $3,000,000. Besides the local trade, vast quantities of Furniture are shipped from this city to the South and West. During the year 1872, shipments were made to the West Indies and South America, giving promise of a valuable trade to that direction.

FURNITURE! FURNITURE! FURNITURE!

THE POPULAR FURNITURE HOUSE OF

KLIPPER, WEBSTER & CO.

7 SOUTH CALVERT STREET, BALTIMORE.

Parlor and Cabinet Furniture of Every Description.

FOR THE PARLOR.

New and Elegant Designs of Parlor Suites in Brocatelle, Silks and Reps of Every Shade; also, in Hair Cloth, Beautiful and Durable.

FOR THE CHAMBER.

Full Walnut Suites (10 pieces each) of plain, massive and elaborately carved Chamber Suites, beautifully veneered and polished in French wood.

COTTAGE SUITES,

In great variety, SUBSTANTIALLY FINISHED, AND AT LOWEST MANUFACTURERS' PRICES.

OTHER FURNITURE,

Including plain, handsome and magnificently finished DRESSING CASES, in *Sienna*, *Tennessee* and *Italian* marble; also, a complete line of SIDEBOARDS, BUFFETS and ETAGERES, plain and elalaborately carved, and finished with *Imported and Domestic Marbles*.

Walnut and French Veneered SECRETARIES, BOOK-CASES; single and double Walnut and Poplar BEDSTEADS, BUREAUS and WARDROBES, at *all prices*.

CHAIRS,

Finished in Hair, Cane and Wood, including Easy-Chairs of modern styles and patterns, Arm-Chairs of every description, Rockers, and Wood of **Forty Different Styles.**

MATTRESSES.

Hair, Cotton Top and Shuck Mattresses, *our own manufacture*, always on hand and made to order of any size, quality and price.

NOTE.—Our long experience and superior facilities enable us to offer advantages to purchasers not excelled by any similar House in Baltimore. We invite an inspection of our large and complete stock, and guarantee to purchasers satisfaction in every respect.

Charles P. Stevens, Manufacturer of Cabinet Furniture,

SCHOOL DESKS, SETTEES, MATTRESSES, SEWING MACHINE CASES, &c.

Office

AND

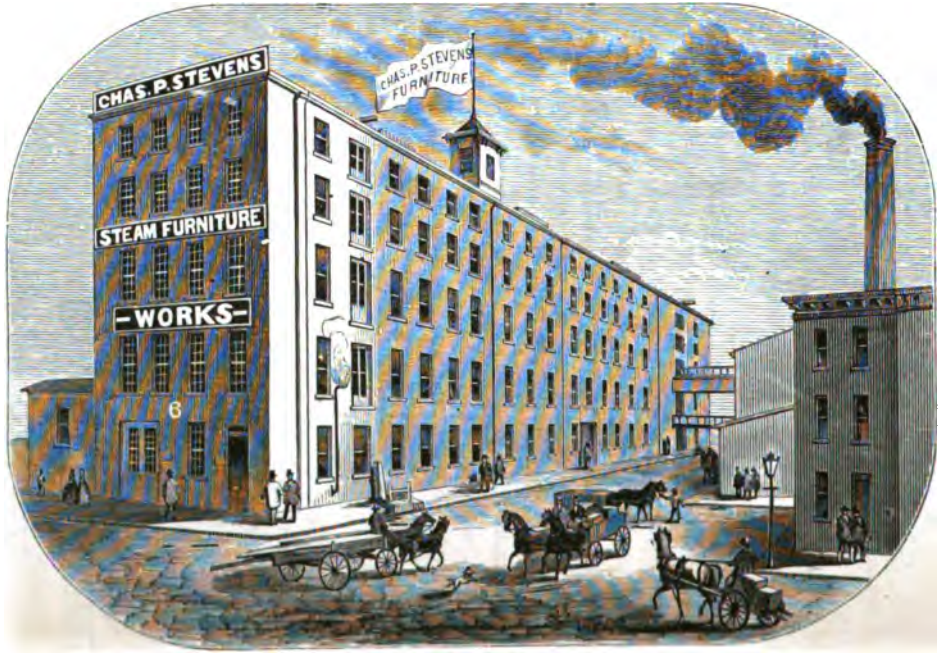
Warerooms,

No. 3

S. CALVERT ST.

INCLUDING

Carroll Building.



Factory,

No. 6

LOW STREET.

LUMBER

YARDS,

EUTAW,
FRONT and
HIGH STS.

BALTIMORE.

Catalogue and complete Price List of Goods sent on application by mail.

WILLIAM J. HISS,

FURNITURE

Upholstering and Decorations,

128 W. FAYETTE STREET,

BALTIMORE.

Pianos.

THE wonderful advances made during the present century in all departments of industry have been no-where more marked than in the development and improvement of Pianos—and it is a matter of just pride to Americans, that the world is indebted to this country, for many of the advantages which modern instruments possess. The largest Piano factories on the globe are located in the United States, and owing to the thrift and independence of the laboring classes, and the facilities for advancement offered them through our institutions, and mode of government, and the elevation of taste thus acquired, the number of these instruments sold annually is immense. During the year 1865, one hundred and eighteen thousand, two hundred and eighty Pianos were made in this country, and the trade in these instruments amounted to $59,284,673. What the increase has been since that date is a matter of conjecture, but the fact that the Piano has become almost as necessary in the humblest households, as the most useful article of furniture, forbids the idea that there has been any diminution in the statistics of the trade.

Baltimore has obtained her full share of this great and increasing business. There are a number of factories in this city, among which is the establishment of Wm. Knabe & Co., one of the largest in the United States. William Knabe, the founder of the firm, (since deceased), came to this country and commenced the manufacture of Pianos on Liberty street, in 1837. Their beginings were humble—large investments in an untried branch of trade were then unheard of, and a wide-spread and deeply rooted prejudice existed in favor of articles from abroad. The superior delicacy of tone, which still so distinguishes the instruments of the Firm, gradually attracted the attention of competent judges and the germ of a factory rapidly developed into mammoth proportions. The great increase in the business of the Firm, necessitated the abandonment of their original location, and the selection of another site; and since 1855, their factory has been in operation on Eutaw street. Wm. Knabe & Co. manufacture annually from 1,500 to 2,000 Grand and Square Pianos which are shipped to all portions of the United States, but principally

to the South and West, with which sections their business relations are of an extensive character.

The prices of these instruments vary from $500 to $1,500. The difference in price, is occasioned chiefly by the outside ornamentation, carving, tracing &c.; the cheaper instruments being as melodious and powerful as the most costly. The advantages claimed for them by Knabe & Co., are that their method of constructing the "action" is peculiar, which imparts to the instrument an unsurpassed delicacy and fullness of tone; that the woods used in their construction are selected with the utmost care, and with all the known tests, and are thoroughly seasoned before being worked up; and that before a Piano is taken from the factory, the proprietors always assure themselves of its excellence and durability. That this is no idle boast is attested by the reception of more than eighty medals and premiums at various exhibitions and by the approval of such artists as Thalberg, Gottschalk, Heller, Strakosch, Marmontel, Vieuxtemps and others, and also, by the reception of a number of orders for work from distinguished artists in Europe. The firm has a branch establishment in New York, and an agency in Boston.

Musical Instruments.

MOST of the different varieties of Musical Instruments are manufactured in Baltimore, and in many instances rare skill is displayed in their production. For twenty years the manufacture of Organs has formed an important feature among the industries of the city and of late the orders from neighboring states have attested the estimation in which they are held for finish and excellence of tone. Church Organs, ranging in price from $1,000 to $50,000 are constructed here and large numbers of them are shipped to the South and West, and some because of their tone and compass are sent to Eastern markets. In a number of our finest churches are to be seen specimens of the Organs manufactured in this city.

H. SANDERS & CO.

General Agents and Wholesale and Retail Dealers in the

"Estey" Organs

Steinway and Bradbury Pianos,

79 W. FAYETTE ST., BALTIMORE.

The "ESTEY" is the acknowledged LEADING ORGAN everywhere. Call and examine our splendid stock. Special terms to Churches, Sunday Schools and Clergymen.

SHEET MUSIC AND MUSIC BOOKS.

Jewelry.

AMONG the many branches of industry which minister to the importance and add to the wealth of our city may be mentioned the manufacture and sale of Jewelry. A number of large houses are established in Baltimore, with extensive capital, and employing many hands. All the different styles of Jewelry known to the trade are manufactured with skill and neatness, and our Jewelers have always endeavored successfully to meet the popular taste so excessively variable in this regard. The various precious stones of which large and costly stocks are always on hand, are set in Baltimore with an elegance and finish that cannot be surpassed. Silver ware is manufactured here to a very considerable extent, and as every place has its peculiar styles, supplies of Baltimore-made Ware are eagerly sought by Jewelers from the neighboring cities. Watches of all kinds, both of American and foreign manufacture, from the most expensive to the least costly, are sold by the trade as low as can be obtained from the manufacturer. In addition, the rarest of foreign Bijoutry is imported direct to this city, and the shelves of our best Jewelers are beautifully adorned with these articles. A prominent characteristic of this branch of industry in Baltimore is the thorough reliability of the gentlemen engaged in it. They are among our most highly esteemed citizens and purchasers coming to this city can be assured that they get what they buy.

ESTABLISHED 1834.

CANFIELD, BRO. & CO.

Corner Baltimore and Charles Streets,

BALTIMORE,

Wholesale and Retail Importers and Dealers in

WATCHES,

Diamonds, Pearls, Rich Jewelry

STERLING SILVER WARE,

Triple Silver Plated Ware; Gilt, Bronze and Marble Clocks, Gilt and Bronze Figures, and Ornaments, Bisque and Parisan Figures, Rich Porcelaine Vases, Gilt and Leather Vienna Goods, Opera Glasses, Fans, Music Boxes and Fancy Goods.

AMERICAN WATCHES A SPECIALTY.

Established 1800.

GEORGE T. SADTLER. GEORGE W. SADTLER.

G. T. SADTLER & SONS,

OPTICIANS,

No. 212 West Baltimore Street, Baltimore,

Importers, Manufacturers and Dealers in

Spectacles, Watches, Jewelry, Silver Ware, &c.

Special attention paid to adaptation of Glasses to the Eye.

Prompt attention given to repairing Watches and Jewelry.

GEO. W. WEBB,

Goldsmith and Jeweller,

(Adjoining the Carrollton Hotel,)

DEALER IN

DIAMONDS, RICH JEWELRY, FINE WATCHES, CLOCKS & BRONZES, STERLING SILVER AND PLATED WARE.

Particular attention is paid to neatness and durability in the manufacture and repair of Jewelry. Watches repaired by experienced workmen.

CHARLES. W. BLAKE.

PRACTICAL.

Watchmaker & Jeweler,

AND DEALER IS

FINE WATCHES, JEWELRY, SILVER AND PLATED WARES,

No. 3 North Charles Street,

BALTIMORE.

Clocks, Watches and Jewelry Carefully Repaired.

Plated Ware.

THE manufacture of Plated Ware was begun in this City about twenty years ago on a small scale. The care and skill displayed in its production led to a gradual expansion of the business, and at present Baltimore can boast of an extensive establishment fitted with all the modern improvements in machinery, and with a capacity for all classes of work. Gold and Silver Plated Work and Britannia Wares are produced, which for excellence of workmanship and beauty of design will compare favorably with similar articles in any portion of the country.

The fact that the styles of the various factories in America are very different, and that dealers are compelled to have samples of each, has led to the introduction of Baltimore Plated Ware in all sections of the country, and it has been received with favor wherever sent. The business is largely on the increase and dealers can supply themselves in this market upon terms quite as reasonable as are offered elsewhere.

Maryland Britannia and Gold and Silver Plate Works

ESTABLISHED 1850.

WM. HOLMES,

SALES ROOM, No. 3 N. CHARLES ST.

Office and Factory, Nos. 50 and 52 Holliday St.

BALTIMORE.

Tin.

THE Tin Trade of Baltimore, allusion to which has already been made in a previous article, has wonderfully developed in the last few years. The demand for Tin is always large in a great city, where it is so lavishly used for household purposes,and of late for coverings for the roofs of buildings; but this demand has been measurably increased of late by the rapid multiplication of oyster and fruit packing houses, and their immense consumption of the article in the course of their business. As no Tin mines exist in this country, the raw material is of course imported from abroad; but the favorable terms under which it can be brought to this market has led to its importation

in large quantities. We give the statistics of importation from the books of the Custom House for the year 1871, and the first ten months of 1872:

For 1871.		
	Boxes.	*Value.*
January	150	$820.00
February	16,785	93,189.00
March	29,900	170,648.00
April	13,817	79,635.00
May	14,387	83,042.00
June	8,550	48,058.00
July	9,928	55,160.00
August	13,825	81,116.00
September	18,197	104,122.00
October	11,582	66,742.00
November	10,289	58,224.00
December	18,186	106,194.00
Total	165,596	$946,950.00

For the first ten months of 1872.		
	Boxes.	*Value.*
January	16,261	$98,052.00
February	14,723	98,508.00
March	18,242	132,112.00
April	15,898	119,933.00
May	25,452	205,489.00
June	8,186	73,860.00
July	11,095	101,880.00
August	20,668	188,246.00
September	29,562	272,921.00
October	18,569	164,518.00
Total	178,656	$1,455,519.00

It will be seen from the above that the importation of this article has increased in value in the first ten months of the year 1872, $508,569 over the entire importation of 1871. The demand for the raw material is increasing with each successive year. Oyster and fruit packing houses are springing up in the city, while the large wholesale houses which deal in the article are multiplying in number and extending their business. All materials requiring Tin for their manufacture are made in Baltimore in a style of finish and excellence comparable with any other sections of the country, and at rates which offer inducements to purchasers. Besides supplying the demand for the article in this city the wholesale trade is constantly in receipt of orders from Virginia, West Virginia, West Pennsylvania and all the Southern States.

GALVANIZED IRON CORNICES.

JAMES W. GEDDES,

Tin, Galvanized Iron, Copper, Lead, Zinc & Iron Roofing,

Spouts, Gutters, &c.

67 & 69 NORTH ST., BALTIMORE.

AGENT FOR E. G. SMYSER'S VARIETY IRON WORKS, YORK, PA.

13

ALFRED H. REIP. J. HENRY REIP.

REIP & SON,

MANUFACTURERS OF

PLAIN & JAPANNED

TIN WARE

AND DEALERS IN

Wooden Ware and Housekeeping Articles,

335 W. Baltimore Street, BALTIMORE.

Type Foundries.

AMONG the other industries in which Baltimore has made some progress, is Type manufacture. Two factories are in operation, employing a number of hands, and absorbing considerable capital. All the various styles of type are manufactured with skill and elegance, that rival the workmanship of any similar factories in the larger cities of this country, and orders are filled as cheaply here as elsewhere.

RYAN & RICKETTS,

Type, Stereotype and Electrotype Founders.

Brass and Bell Founding.

THE Brass and Bell Founding interest has been largely developed in Baltimore. The introduction of gas in our cities and towns, the extension of water facilities, and the almost universal application of gas and water to public and private buildings have created an enormous demand for the necessary fixtures, and have led to such expansion of the resources and capacity of the establishments in this city as enables them to compare very favorably with those in any other section of the country. All articles pertaining to this branch of industry, viz: Plumbers' Brass Work, Water, Gas and Steam Fixtures, and Apparatus and Bells of all descriptions, are manufactured by them in quantities to suit the increasing trade, and with a perfection and finish which are unsurpassed.

The metals of which the articles in this department are composed, such as tin, zinc, copper, &c., are usually obtained direct, and plumbers' earthen-

ware is imported from Europe. So that Baltimore possesses every facility for supplying the trade at the lowest prices, and it gives us pleasure to state that the trade is rapidly increasing, especially with the South and West.

Henry McShane & Co.'s Brass Works were established in 1856. The firm has rapidly enlarged its sphere of operations, and is to-day one of the largest establishments of that character in the United States. The Works are located on North street, the building occupying a front two hundred and fifteen feet with a depth of one hundred and fifty feet. Two hundred and sixty hands are employed by the firm, of whom sixty are engaged in their Phœnix Iron Works, Holliday street, where six tons of iron are run down daily into light castings for plumbers' and machinists' use. Electro-plating in silver and gold forms a very important feature of the work of this firm.

The establishment of Regester & Sons, on Holliday street, is very extensive, and employs a large number of operatives, many of them skilled workmen. A special feature of this Foundry is its manufacture of Bells, the excellence of workmanship displayed therein recommending the firm throughout the country.

Henry McShane. John McShane.

HENRY McSHANE & CO.

GENERAL

BRASS FOUNDERS and FINISHERS

Nos. 147 to 161 North Street, Baltimore,

MANUFACTURERS OF ALL KINDS OF

BRASS COCKS, Globe, Check and Safety Valves; Water Gauges and Gauge Cocks.
BRASS CASTINGS, for STEAM ENGINE and RAIL ROAD purposes.
BRASS PUMPS of all kinds.
WROUGHT IRON PIPES, Malleable Fittings, Bartholomew Patent Water Closets.
IMPORTERS INGOT COPPER & PLUMBERS' WEDGEWOOD WARE.
Dealers in Banca Tin, Pipe and Sheet Lead, Solder and Babbitt's Metal.

PROPRIETORS OF

PHŒNIX IRON WORKS,

85, 87 & 89 HOLLIDAY STREET,

CAST IRON PIPE,

For Sewer, Drain, Steam and Water, BENDS, BRANCHES, TRAPS, BATH TUBS, Hoppers, etc., etc.

ALL KINDS MACHINE CASTINGS.

BRANCH HOUSE, 1312 Broadway, New York.

Baltimore Bell and Brass Works,

JOSHUA REGESTER & SONS,

Nos. 53 and 55 N. HOLLIDAY STREET, BALTIMORE.

E. F. BROOKS,

SPECIALTIES

IN

CRYSTAL, BRONZE & GILT

CHANDELIERS.

Staple Goods at Factory Prices.

PLUMBING IN ALL ITS BRANCHES.

None but First-Class Workmen Employed.

17 N. EUTAW STREET,

BALTIMORE.

John H. Haskell's

Old Established

CARD, LEATHER BELTING

And Hose Manufactory,

ALSO A LARGE STOCK OF

COTTON

AND

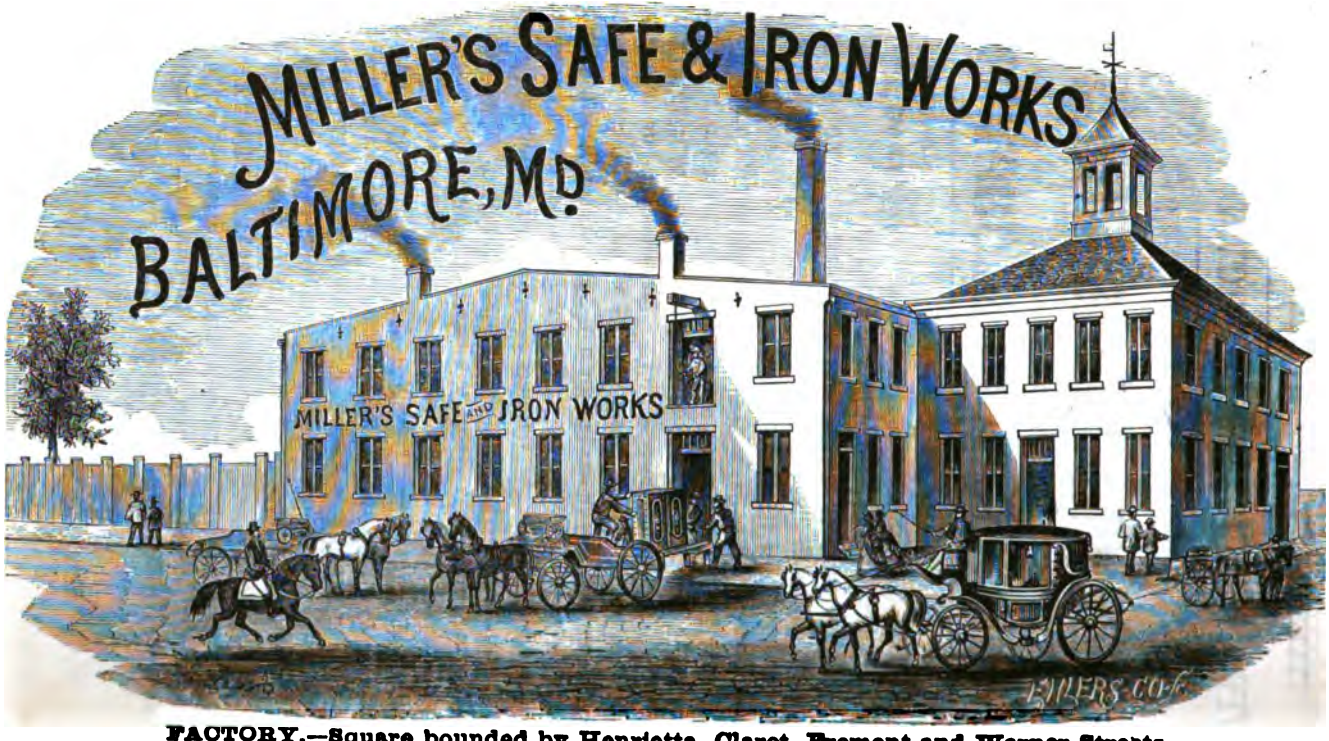
Woolen Manufacturers'

AND

Railroad Supplies

On hand, or furnished to order.

ESTABLISHED 1857.



FACTORY.—Square bounded by Henrietta, Claret, Fremont and Warner Streets.

Iron.

THE Iron Trade of Baltimore is one of her most prominent interests. The very ground upon which the city is built is an ore-bank, and the neighboring hills teem with this valuable metal in the crude state, ready to be manipulated at the least possible expense, for the purposes of trade. The Iron made from this ore has the highest reputation for car-wheels and malleable purposes. It is known all over this country and is in great demand from the extreme East to the West, being considered by the trade superior to all other Iron for such uses. The numerous water courses in the vicinity of Baltimore immediately adjacent to the main lines of communication, offer admirable facilities for smelting ore, while the railroads running directly to the coal mines, or the localities where charcoal is prepared, reduce the cost and transportation of fuel to a minimum figure, which enables manufacturers to produce the metal with profit to themselves, and at reasonable rates to consumers. The furnaces which supply the trade of Baltimore are twenty-six in number, of which twenty-three are at present in blast, and doing a very active and increasing business. Of the above, fifteen are charcoal furnaces, four anthracite, and three are coke. The production of Iron in the aggregate, amounted in 1872, to 54,000 tons. In connection with these furnaces are a number of Bar and Plate Iron Works, which do a heavy business—one company alone running four Plate Mills, which yield an annual product of $1,000,000 in value. Aside from the Rolling Mills of the great railroad corporations, which have termini in this city, there are works for the manufacture of Railroad and Plated Iron, Car-Wheels, Rivets and Spikes, Boilers, Steam Engines, &c., &c., which in magnitude and excellence of workmanship will compare favorably with similar manufacturing establishments in any portion of the country.

THE ABBOTT IRON COMPANY,

MANUFACTURERS OF

RAILS, BOILER AND PLATE IRON,

BALTIMORE.

CONTRACTS MADE FOR RE-ROLLING RAILS.

C. H. ASHBURNER, President. J. S. GILMAN, Vice-President. J. A. L. MORRELL, Treasurer and Secretary.

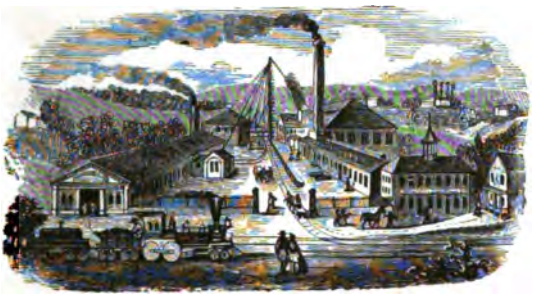
ESTABLISHED 1871.

ROBERT POOLE. GERMAN H. HUNT.

POOLE & HUNT,

FOUNDERS & MACHINISTS,

WORKS AT **WOODBERRY,** Baltimore Co.



Northern Central Railway,

MANUFACTURERS OF

PORTABLE & STATIONARY STEAM ENGINES,

STEAM BOILERS,

Babcock & Wilcox's Patent Tubulous Steam Boiler,

THE CELEBRATED

Leffel Patent American DOUBLE TURBINE WATER WHEEL,

THE BEST WATER WHEEL IN EXISTENCE.

CIRCULAR SAW MILLS, GANG SAW MILLS,

EBAUGH'S PATENT CRUSHER FOR MINERALS, &c.

MINING MACHINERY, GRIST MILLS,

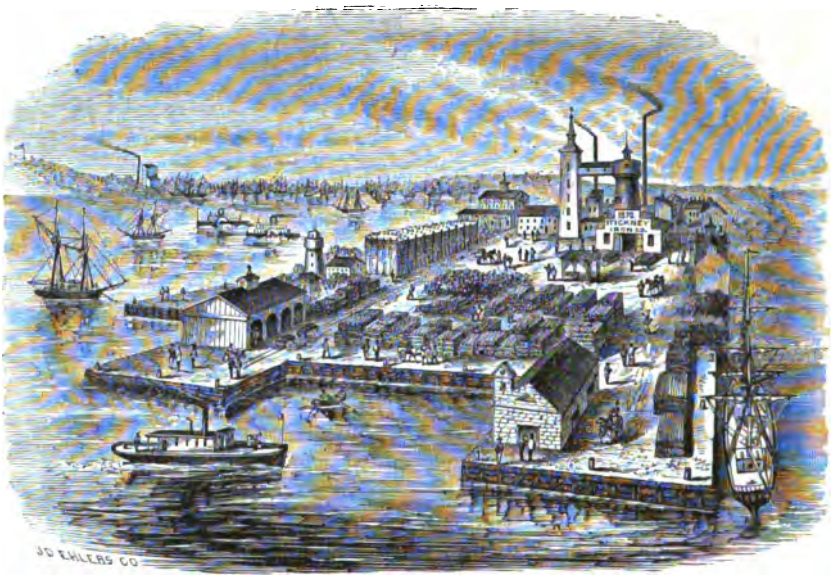
FLOURING MILL MACHINERY, HYDROSTATIC PRESSES,
SHAFTING, PULLEYS AND HANGERS.

Machinery for White Lead Works, Cotton Seed and other Oil Mills.

The Proprietors possess in their extensive and well appointed Workshops, (between which and the Office there is instantaneous communication by means of Magnetic Telegraph Wires,) unsurpassed facilities for the Manufacture of MACHINERY and CASTINGS of the largest and heaviest character, and of the best quality, both as regards materials and workmanship. They will be pleased to have a call from any who are in want of good Machinery in their line of manufacture, or to reply to inquiries by mail; and promise their best effort to please purchasers, both as to quality and price.

ADDRESS, **POOLE & HUNT,**
BALTIMORE.

Established 1851, not "1871" as printed above.



STICKNEY IRON COMPANY,

CLINTON STREET, CANTON.

CHARCOAL PIG IRON.

J. H. STICKNEY, PRESIDENT. WILLIAM OLIVER, JR., MANAGER.
WILLIAM HARVEY, SECRETARY. REED, STICKNEY & CO., SELLING AGENTS.

OFFICE,—No. 42 SECOND STREET,

BALTIMORE.

TROXELL, HANDY & GREER,

AGENTS FOR

ANTHRACITE, CHARCOAL AND COKE PIG IRON,

AND

CHARCOAL HAMMERED BLOOMS.

Dealers in Bar, Bundle and Sheet Iron; Cut Nails and Spikes; Horse and Mule Shoes, &c.

Corner Charles and German Sts. **BALTIMORE.**

WM. KEYSER. H. IRVINE KEYSER

KEYSER BROTHERS & CO.

AGENTS FOR

ANTHRACITE, CHARCOAL & COKE PIG IRON,

SCOTCH PIG IRON,

DEALERS IN ALL DESCRIPTIONS OF

Bar, Sheet and Boiler Plate Iron, Cast and Spring Steel, Nails and Horse Shoes.

CORNER CALVERT AND GERMAN STREETS,

BALTIMORE.

MONUMENT IRON WORKS.

DENMEAD & SON,

Corner North and Monument Streets, Baltimore,

MANUFACTURERS OF STATIONARY AND PORTABLE

STEAM ENGINES AND BOILERS

OF ALL SIZES.

DAVID'S PATENT PULVERIZING MILLS, for Guanos, Bones and other hard substances.

GRIFFITH & WUNDRAM'S PATENT SAFETY-TUBE BOILERS.

THE BALTIMORE STEAM BOILER WORKS,

No. 25 SOUTH FRONT ST.,

BALTIMORE,

Manufacture STEAM BOILERS of every description,

TANKS, STILLS,

AND ALL KINDS OF PLATE IRON WORK.

C. W. BENTLEY, PRESIDENT. JNO. E. BENTLEY, SECRETARY.

JOHN T. COLEMAN. SAMUEL G. TAYLOR.

COLEMAN & TAYLOR,

BOILER MAKERS,

CORNER HOLLIDAY AND HILLEN STREETS,

Near Hillen Street Bridge, **BALTIMORE.**

Manufacturers of all kinds of BATH and STEAM BOILERS, WATER TANKS, OIL STILLS, SMOKE STACKS, &c., &c.

PARTICULAR ATTENTION GIVEN TO REPAIRS.

THOMAS C. BASSHOR & CO.

28 Light Street, Baltimore,

Manufacturers and Dealers in

BOILERS, ENGINES, PUMPS,

Plain and Galvanized Iron Pipe,

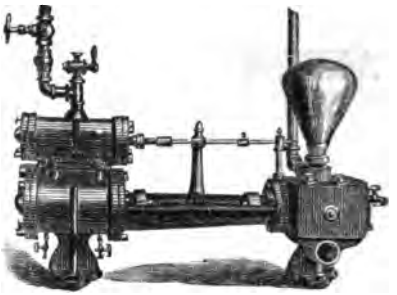
Fittings, Brass Work, Heaters, &c.

Steam Heating in all its branches.

SOLE AGENTS FOR

Bacon's Hoisting Engines, Earle's Patent Steam Pump, Pickering's Governor and Valve, Champion's Patent Boiler Feeder, American Steam Guage Co.'s Steam Guages, Brown's Low Water Reporter, &c. &c.

☞ SEND FOR CATALOGUE.



C. REEDER & CO.

No. 51 Hughes Street, Baltimore,

MANUFACTURERS OF

MARINE

AND

STATIONARY STEAM ENGINES.

Machinery and Castings of all kinds.

FLYNN & EMRICH,

50, 52 and 54 North Holliday Street, Baltimore,

MANUFACTURERS OF

Steam Engines & Boilers, Iron & Wood Working Machinery, Presses, Punches, Dies and Tinners' Tools of every description, and all kinds of Machinery.

SOLE AGENTS FOR

Knowles' Patent Steam Pump, New York Safety Steam Power Company's Engines and Boilers, and Clogston's Patent Steam Heating Apparatus.

STEAM HEATING, WITH CLOGSTON'S HIGH OR LOW PRESSURE STEAM HEATING APPARATUS, for Warming and Ventilating Public and Private Buildings, Mills, Factories, Green Houses, Graperies, &c. The above apparatus may be seen in operation at our own establishment.

CUMBERLAND DUCAN & CO.

No. 26 SOUTH CHARLES ST., BALTIMORE,

KEEPS ALWAYS ON HAND A LARGE ASSORTMENT OF

ENGINES and BOILERS,

BOTH STATIONARY AND PORTABLE.

LATHES, PLANERS and DRILLS for working in Iron; LATHES, PLANERS and MOULDING MACHINES; MORTICING MACHINES and SAW TABLES for working in Wood; ANVILS, VISES, BELLOWS, NUTS and WASHERS; WROUGHT IRON and CAST IRON PIPE, for Gas and Water; PORTABLE FORGES and DRILL PRESSES for Blacksmiths; STEAM PUMPS, all sizes, &c. &c.

STEAM ENGINES

AND

STEAM ELEVATORS

FOR

Hotels, Stores, Warehouses, &c., &c.

ALSO,

HOISTING ENGINES

For Shipping, Wharves, Coal Yards, Mines, Tunnels, &c.

MANUFACTURED BY

SNOWDEN & COWMAN,

86 W. Fayette Street,

BALTIMORE.

JAMES BATES,

IRON FOUNDER

AND MANUFACTURER OF

PATENT ELEVATORS

For Warehouses, Hotels, Dwellings, &c.

CORNER PRATT AND PRESIDENT STREETS,

BALTIMORE.

ANDREW MERKER. GUSTAV KRUG.

A. MERKER & KRUG,

Manufacturers of every Description of

IRON WORK

S. W. Cor. Saratoga and Jasper Streets,

BETWEEN EUTAW AND PACA,

BALTIMORE,

Such as Wrought and Cast Iron RAILINGS, DOORS, SHUTTERS and SAFES, and are prepared to put up work in the city and country at the shortest notice, and on reasonable terms. All Orders promptly attended to.

HUTCHINSON BROS.

MANUFACTURERS OF THE

NEW "FLAT TOP"

Baltimore Kitchener Range,

AGENTS FOR THE

Golden Eagle Furnace,

No. 14 LIGHT STREET,

BALTIMORE.

WM. E. WOOD & CO.

Inventors and Manufacturers of the

PARIS RANGE,

SIX SIZES, FOR FAMILIES AND HOTELS.

Also of the Lightning and Parlor Sun Fire Place Heaters.

Agents for the Lawson Hot-Air Furnaces, Warren Upper Oven Ranges, and the most approved Cook and Heat Stoves, Grates, Registers, &c.

Special attention paid to the manufacture and erection of GOLD'S STEAM HEATING and VENTILATING APPARATUS; New Forms of Cast Iron Direct and Indirect RADIATORS, for Steam or Hot Water; Agents for CONDE'S CHALLENGE STEAM PUMP and AMERICAN GOVERNOR; Dealers in Wrought Iron PIPE, FITTINGS, VALVES, COCKS, and MACHINISTS' SUPPLIES GENERALLY.

***WM. E. WOOD & CO.**, cor. Baltimore & Eutaw Sts., Baltimore.*

DUFUR & CO.

No. 36

N. HOWARD ST.

BALTIMORE,

Manufacturers of

WIRE RAILING,

Wire Grating, Sieves, Fenders, Cages, Wire Cloth, Coal and Sand Screens, also Iron Bedsteads, Chairs, &c.

SAML. R. WAITE,

MANUFACTURER OF

Ship, Steamboat and Yacht Fixtures,

SHIP CHANDLERY, HARDWARE

Anchors and Chains,

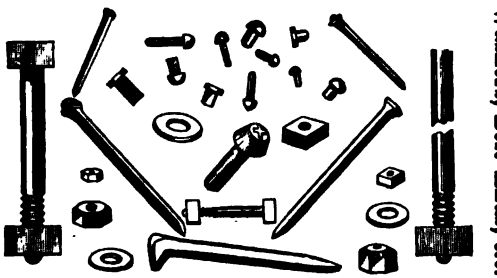
HUGHES AND COVINGTON STS., SOUTH BALTIMORE.

Rivets and Spikes.

IN 1865, a Factory was established in this city, under very modest auspices, for the manufacture of Rivets and Spikes. The concern prospered, and from time to time was enlarged. It passed subsequently into the hands of one of our most energetic citizens, and has become one of the largest establishments in America. That which was originally a mere machine shop possesses to-day a capacity almost unlimited for the manufacture of all the smaller articles known to the trade in connection with Railroads, Boilers, &c., such as Rivets and Spikes, Bolts of all kinds, Nuts, Washers, Wood Screws, &c. Already the trade in these articles from this Factory has assumed large proportions in our city and elsewhere. Large quantities of them are shipped through the country, North, South and West, and the trade is on the increase. Purchasers can be supplied in our city at the most reasonable rates, and the skill displayed in their production is a guarantee that buyers will be satisfied.

Removed to Corner President and Fawn Streets.

Wm. Gilmor
OF WM.
No. 1 East Pratt St.
BALTIMORE.



RIVETS, BOLTS,
NUTS,
SPIKES,
Washers, Bolt Ends, &c.

ENOCH PRATT. HENRY JANES.

E. PRATT & BROTHER,

27 and 29 South Charles Street, Baltimore.

IRON, CUT NAILS, SPIKES,
HORSE AND MULE SHOES.
Taunton Yellow Metal and Cumberland Coal.

Wm. Knabe & Co., Piano-Forte Manufacturers,
Ware-Rooms, No. 350 West Baltimore Street, Baltimore.
112 FIFTH AVENUE, NEW YORK CITY.

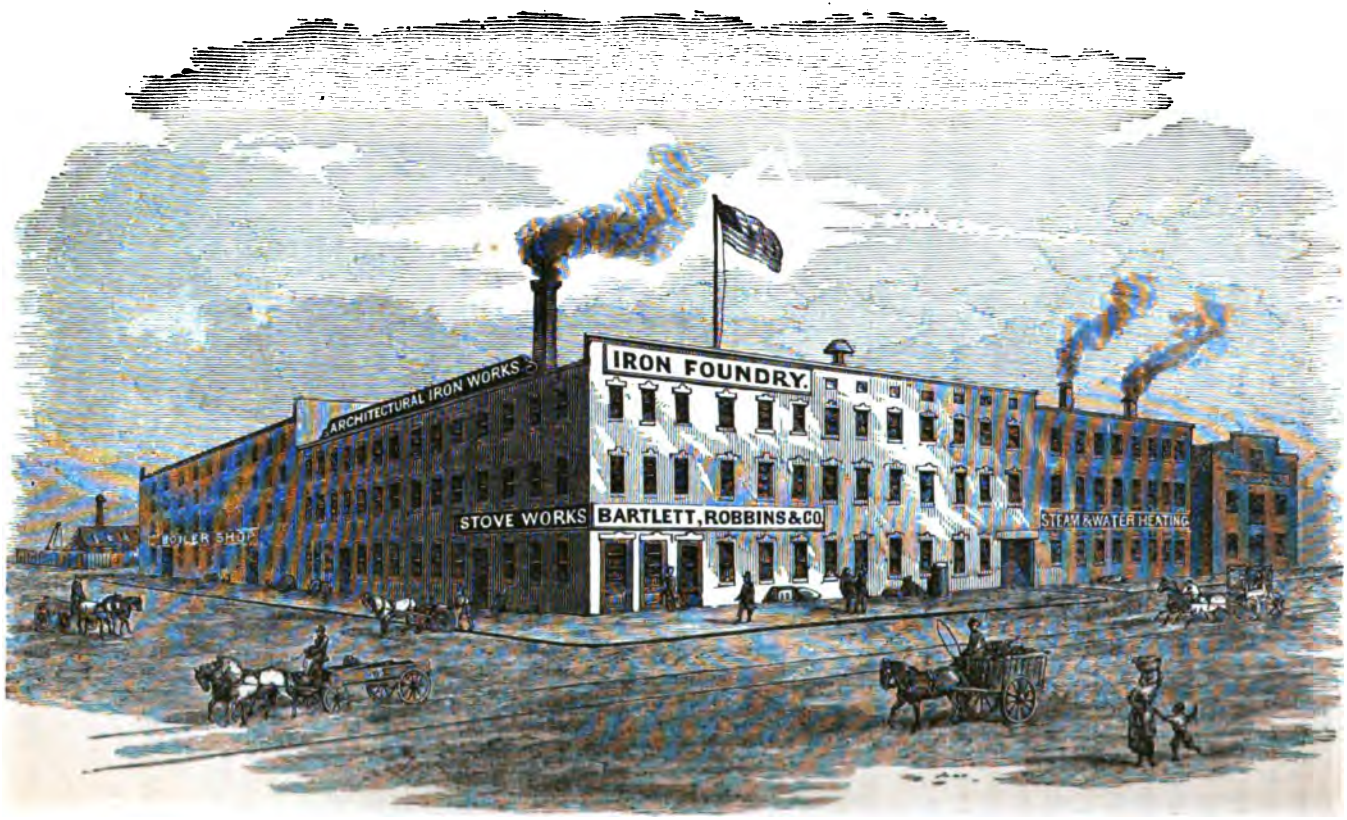
BRYANT, STRATTON & SADLER Business College.

Nos. 6 and 8 N. Charles Street, Baltimore. *W. H. SADLER, Pres't.*

Architectural Iron Works.

OF the many uses to which Iron is put, none are more comprehensive than the modern application of it in the erection of warehouses. The advantages claimed for buildings constructed of this material are ease in embodying any architectural design, economy in cost, space, moving or rebuilding, security against atmospheric phenomena, such as lightning, moisture, &c.; ease of ventilation, durability of material and immunity from fire. We have in Baltimore one of the largest establishments in the country for the manufacture of Architectural Iron Works. Bartlett, Robbins & Co. began business in 1844 as stove founders. They soon added the manufacture of railing and ornamental work generally, and later on added the business of Architectural Iron Work proper. A large number of first-class iron buildings have been erected by them in this city; among which may be mentioned, as monuments of their skill, and admirable illustrations of the advantages of this new method of house-building, the following: the Tracy Building, Baltimore street; Numsen Building, Light street; Consolidated Building, corner German and South streets; Office Building of George R. Vickers, German near South street; McCreery Building, corner German and Sharp streets; Gary Building, on Hanover street; Noah Walker Building, on Baltimore street above Howard; and J. W. Bond & Co.'s Building, Nos. 90 and 92 West Baltimore Street, opposite Post Office Avenue.

The Works of this firm are very extensive, embracing every facility for the manufacture of material used in the construction or enjoyment of an iron building to the minutest detail; walls, floors, doors, windows, roof, porticoes, balconies, cornices, vaults, ventilators, fences, gates, fountains, vases, statuary, chairs, settees, gas and water fixtures, a heating apparatus, ranges or cooking stoves, parlor stoves, grates, brackets, stable fixtures, iron pavements, pots and kettles, culinary implements, bedsteads, in fact everything except beds and bedding, and science will doubtless ere long find some means of remedying this apparent difficulty. Independent of the work done in Baltimore by Bartlett, Robbins & Co., they are constantly in receipt of orders from other cities, and already have erected many iron buildings in New York, Richmond, Raleigh, New Orleans, Galveston, as far as Portland, Oregon, where they erected the "Corbett Hall," a building constructed at their works in Baltimore and carried around Cape Horn to its destination on the Pacific.



FOUNDRY, COR. SCOTT AND PRATT STS. OFFICE, 24 LIGHT STREET.

Iron Bridge Building.

IRON Bridge Building, since the advent of Railroads in this country has assumed mammoth proportions. The multiform character of the work, the exceeding nicety required in construction, and the eminent engineering skill necessary, have made it a very important branch of industry, and have led to the employment of some of the ablest minds in America. Baltimore in this regard occupies a prominent position, in fact she is not second to any of our large cities. Two extensive Firms, the Patapsco Bridge and Iron Works, and the Baltimore Bridge Company have been established in this city with branches in other places. The former especially has erected very extensive works in our midst necessitating a large outlay of capital and requiring for their operations a heavy laboring force. Collectively these Firms have manufactured twelve miles of Bridging and Trestle-work. To mention in this work the names of the various railroad corporations that have sought their skill would exceed the limits necessarily allotted to this department. Suffice it to say, their industry may be seen on nearly every railroad in this country, and on a number of railroads in South America. The Patapsco Bridge and Iron Company have built two and a half miles of Bridging and Trestle-work in North Carolina, crossing and connecting both branches of the Cape Fear River, and using Pneumatic Piles instead of masonry, and passing through three separate strata of rock in the bed of the river, encountering in the last two strata cypress trees from ten to thirty inches in diameter, and in a perfect state of preservation. They have also constructed Bridges in Cuba and Mexico; and the numerous Bridges built in this city and on the railroads and county roads leading out of it, bear ample testimony to the estimation in which they are held.

The Baltimore Bridge Company constructed the St. Charles Bridge across the Missouri River 6,675 feet in length and 90 feet above low water, the Rock Island Bridge across the Mississippi 1,840 feet in length, the great Varrugas Viaduct which spans one of the deep chasms in the heart of the Andes 12,000 feet above the level of the sea, on wrought iron pins at a maximum elevation of 252 feet, and a number of other works which attest their skill. The science of pneumatics has been specially availed of, and piles of the largest dimensions ever yet sunk have been successfully laid in the swamps of North Carolina. It must be borne in mind, in order to appreciate the extent of this business in Baltimore, that the Baltimore and Ohio Railroad builds its own Bridges. A better market than our city for those in need of this kind of work cannot be found in the world. There are very extensive iron and machine shops in Baltimore comprehensive in their scope, where every class of iron-work is done.

BALTIMORE BRIDGE CO.

54 LEXINGTON STREET,

BALTIMORE.

71 BROADWAY, - - NEW YORK.

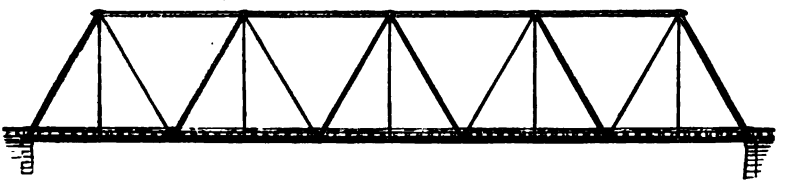
C. SHALER SMITH,
PRESIDENT AND CHIEF ENG'R.

T. H. SMITH,
ASSOCIATE ENG'R AND GEN'L SUP'T.

C. H. LATROBE,
ASSOCIATE ENG'R, SECT'Y AND TREAS'R.

C. C. WRENSHALL,
SUP'T OF ERECTION.

BENJAMIN H. LATROBE, Consulting Engineer.



DESIGN AND CONSTRUCT

Iron, Steel and Composite Bridges and Roofs

OF ANY FORM AND SPAN DESIRED.

Our Patent Wrought-Iron Viaducts and Trestles for crossing deep Ravines and wide Valleys are a specialty.

We refer to the Rock Island Bridge across the Mississippi, built for the United States; to the St. Charles Bridge across the Missouri, on the North Missouri Railroad; to the Varrugas Viaduct for the Lima and Oroya Railroad, Peru, 252 feet high. These with numerous other Railroad and Highway Bridges, &c., amount to an aggregate of 41,000 lineal feet of Bridging and Viaduct, designed and constructed by us during the past six years. We are prepared to furnish first-class

COUNTY ROAD-BRIDGES,

And Commissioners can obtain any desired information from us.

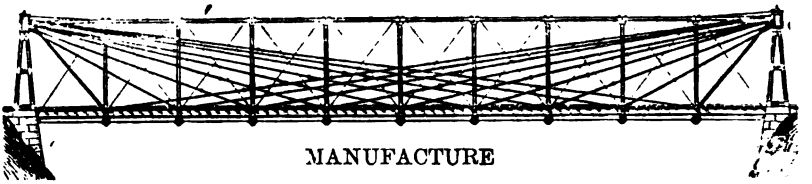
Lithographs Sent on Application.

14

PATAPSCO BRIDGE AND IRON WORKS,

WENDELL BOLLMAN, PROPRIETOR,

The only Establishment in Baltimore Manufacturing its own Bridges,



MANUFACTURE

BOLLMAN'S PATENT SUSPENSION TRUSS,

And other forms of Iron and Combination Bridges, Roofs, Iron Fronts and every description of Cast and Wrought Iron Work for Buildings and Railroad construction.

PNEUMATIC PILE,

Having on hand all the necessary appliances for sinking the same, we would call especial attention to our great facilities for executing this branch of work.

THIEMEYER'S PATENT SWITCHES.

Eight-Inch Cast Iron Revolving Station Water Column,

Which will fill locomotive tanks in about one minute, and such as used on the Baltimore and Ohio Railroad.

MARINE WORK IN ALL ITS BRANCHES.

The most improved designs and thorough execution guaranteed in the construction of all classes of work.

OFFICE, No. 8 S. Gay St., Baltimore, WORKS, Canton, Baltimore.

GEO. W. P. COATES. CHAS. E. COATES.

COATES & BROTHER,

LOCUST POINT ROLLING MILLS,

BALTIMOR ,

Manufacturers of Best Charcoal Iron, for LOCOMOTIVE and MARINE BOILERS; also, best Iron for Tube and Gas Pipe furnished.

No. 1 Iron for Cylinder Boilers, and Common Puddled Plate for Tanks, made at short notice. Iron from 1 inch thick to No. 27. Wire Gauge furnished.

Note.—All Iron exposed to Fire reheated and warranted sound.

SOLE MANUFACTURERS OF HOMOGENEOUS "PATAPSCO PLATES."

Coal.

AMONG the many branches of industry which have contributed to the development and financial advancement of Baltimore City, the Coal trade may be specially cited. The inexhaustible supplies of Bituminous Coal furnished from the Cumberland Coal regions, the superior quality of the article, the Gas Coal from West Virginia, and the Anthracite Coal brought to the City from the Coal regions of Pennsylvania, all point to Balti-

more as a centre for that trade, and the lines of railroad now in process of construction, and the contemplated extension of others at no distant day, make it scarcely problematical that our City is to be in the future, the most extensive Coal market in America if not in the world. The Bituminous Coal regions, situated about two hundred miles from Baltimore and extending along the Georges Creek Valley from Piedmont to Frostburg, have never been fully explored. Hidden away there are endless mines of wealth which the labor of a thousand years will not appreciably diminish. It is only within the last few years that the real value of Bituminous Coal has been discovered. The strikes and difficulties encountered by operators at the Anthracite mines, and the sudden elevation of prices resulting therefrom, have led to its introduction where it was before unknown, and its use has been attended in every instance with a desire to repeat the experiment. The rapid substitution of steam in every branch of industry and trade for the ruder and slower appliances has already created an immense demand for its use, but what may be expected in the future can scarcely be hypothecated upon any data at present in hand. But a few years ago, 1,700 tons were considered a heavy shipment of Coal from the mines for one year—2,345,153 tons were shipped from the mines in 1871, and 2,355,471 tons in 1872, and this, though a very decided indication of the increase in the trade, gives but a feeble idea of what it will be in future years when competing routes are opened up and the supply is made commensurate with the demand for Bituminous Coal. There were shipped to Baltimore in 1872, 1,915,000 tons from the Cumberland Coal regions; of Gas Coal from Western Virginia, 250,000 tons; of Anthracite Coal from Pennsylvania about 350,000 tons. The completion of the Pittsburg and Connellsville Railroad has opened up to the market another region of Gas Coal from which doubtless in a short time large supplies will be obtained. The Coal at present received in Baltimore affords freight for 5,000 vessels, ranging in size from the largest class of ships to the smallest coasting schooners. It is shipped to all ports along the coast of the United States, and during the past eighteen months a foreign trade has sprung into existence which bids fair to rival that of any port in the world. Two years ago, Coal was seldom shipped from Baltimore to any foreign port except Aspinwall. Since that time, Cumberland Coal has grown rapidly into favor. A panic, caused by well-grounded fears of the exhaustion of the English Coal mines, has seized upon the operators in Great Britain and the prices have steadily advanced with no likelihood of any reduction. The result has been a demand upon the Baltimore market which it has been found at times difficult to meet, and to-day, Coal is shipped from this City to all quarters of the globe. The immense resources of the Baltimore and Ohio Railroad and the Chesapeake and Ohio Canal are taxed beyond their capacity to supply the market, and the extension of the Western Maryland Railroad to the Coal regions is merely a matter of time, while the Canton Company have it in contemplation to run a shorter and quicker route to the Bituminous Coal regions and to Pittsburg by means of which the trade can be indefinitely extended.

GILMOR MEREDITH. BENJAMIN C. BARROLL, JR.

GILMOR MEREDITH & CO.

SHIPPING AND COMMISSION MERCHANTS,

AGENTS

PACIFIC MAIL STEAMSHIP CO.

To negotiate Coal Charters to Aspinwall, Panama, Acapulco, San Francisco and Ports in Japan and China,

Consolidation Coal Company of Md.

MINERS AND SHIPPERS OF

GEORGES CREEK CUMBERLAND COAL,

AND OF THE

UNION MINING CO.

Manufacturers of the Celebrated "Mount Savage" FIRE BRICK and CLAY,

No. 25 SOUTH GAY STREET,

P. O. Box 773. BALTIMORE.

CHS. F. MAYER. SAML. S. CARROLL.

MAYER, CARROLL & CO.

SHIPPING AND COMMISSION MERCHANTS,

Miners and Shippers

OF

Georges Creek Cumberland Coal,

AND

WEST VIRGINIA GAS AND CANNEL

COALS.

Receive Coal on consignment for Shipping and negotiate Coal Charters to all Domestic and Foreign Ports.

No. 13 GERMAN STREET,

(Near South Street,)

Shipping Wharf, Locust Point. (P. O. Box 257.) **BALTIMORE.**

Petroleum.

BALTIMORE offers great facilities for the refining and shipment of Petroleum or Coal Oil; and these are rapidly effecting an increase in the amount passing through this market. The double connection by rail with the oil region, the cheap rates of transportation, and the abundant means of storage, compare favorably with those offered by any other seaport. The completion of the Union Railroad, with its tunnel, will still farther promote this traffic; so will also the competition of the Baltimore and Ohio Railroad effecting a reduction in freights. As a market for southern purchasers, Baltimore is unequalled.

CANTON OIL WORKS,

CANTON,

MERRITT, JONES & CO.

OFFICE, No. 56 EXCHANGE PLACE,

Next door to Post Office on Lombard Street,

BALTIMORE.

Paints and Chemicals.

MANY years ago the manufacture of Chemicals was an especial feature of the trade of this City in so much that cities of larger growth were dependent upon Baltimore for their supplies. For some unexplained reason the business dwindled down and the preparation of these articles fell away to almost nothing. The introduction of guano, however, as a fertilizer, and the discovery that its nutritive properties were vastly increased when in combination with other compounds dissolved by acid, led to a revival of the manufacture of Chemicals under circumstances which justify us in concluding if not at present, that it will ere long be one of the most important industries in our City.

The number of factories for the manufacture of Oil of Vitrol, Muriatic and Nitric Acids and Sulphate of Ammonia has doubled, and those already in existence have largely increased their capacity.

Immense quantities of Sulphuric Acid are required in the preparation of fertilizers, and as the manufacture of the latter article is largely on the increase

in this City it is difficult to fix a limit to the expansion of trade in these articles.

Epsom Salts, (Sulphate of Magnesia) Glauber Salts (Sulphate of Soda) and (Sulphate of Iron) Copperas, are manufactured in great quantities for the use of the wholesale druggists. In these regards our City may be considered independent of any other community. Large quantities of indigenous roots possessing Chemical or remedial properties are also consumed in Baltimore by the wholesale dealers in medicines, and are sent to all portions of the country. The manufacture of medicines, with the exception of those already mentioned, has recently become an interest in the City, but the energy and enterprise displayed by those engaged in the business, lead to the conclusion that it is soon to become a very important branch of industry.

Large amounts of money are invested in the wholesale drug business, and the gentlemen engaged in it are among our substantial and leading citizens.

The only establishment in America for the manufacture of Bi-Chromate of Potash, is located here, and the largest factory in the world for the manufacture of Chrome Yellow is also located in this City. Paints of every description are manufactured at this factory, but Chrome Yellow has become a specialty and is exported in large quantities to all quarters of the globe. In South America, European manufactures have found it impossible to compete with Baltimore, and at this time trade with that country is practically monopolized by our dealers.

The reputation of Baltimore for the manufacture of Paints is equal to that of any city in the world. Large supplies of Soda, Roots, Dye Woods, Cochineal and Quick Silver, are imported from South America and West Indies, besides Nitrate of Potash from the East Indies, and Arsenic and Paris Green from other places. Salt-Petre, for packers in the West, is extensivly manufactured in Baltimore. It is estimated that fully $5,000,000 are invested in the manufacture of Paints and Chemicals in the city of Baltimore, and it is difficult to fix an estimate to the amount of sales made annually.

It may be added that the Maryland White Lead Company, who are very large corroders, have one of the most extensive establishments in the country. There are other houses largely engaged in the manufacture and grinding in oil of White Lead, White Zinc and Colors. Baltimore Lead is shipped to all parts of the United States, and has a reputation equalled by few articles of a similar character made elsewhere and excelled by none. Baltimore has also one of the oldest Varnish Factories in America for manufacturing fine Furniture and Coach Varnishes, Japan, Leather and Dormer Varnishes.—This house has been manufacturing these goods for forty years. Among the houses engaged in the manufacture of Linseed Oil is the firm of Thomas and John M. Smith, established nearly thirty years ago. The reputation of this house for the production of a pure article is national. Raw and Double Boiled Linseed Oils are manufactured by them and shipped to many points in the North, South, East and West.

JOHN J. THOMSEN. ALONZO LILLY, Jr. JOHN P. MUTH.

THOMSEN, LILLY & CO.

Wholesale Druggists,

IMPORTERS OF

DRUGS, CHEMICALS, DYE-STUFFS,

ESSENTIAL OILS, SPONGES, CHAMOIS SKINS,

And a General Assortment of

DRUGGISTS' FANCY GOODS,

No. 26 HANOVER STREET.

EDWARD A. SMITH,

MANUFACTURING

Chemist and Pharmacist.

Fluid and Solid Medicinal Extracts.

Pure Natural Fruit Juices and Syrups.

Artificial Fruit Essences, Distilled Waters.

Standard Pharmaceutical and Chemical Preparations.

No. 52 S. SHARP ST., BALTIMORE.

WM. H. BROWN & BRO.

Wholesale Druggists,

NO. 25 SOUTH SHARP STREET,
BALTIMORE.

Importers and Jobbers of

Drugs, Medicines, Chemicals,

ESSENTIAL OILS, CORKS, SPONGES,

Fancy Goods, Perfumery and Druggists' Sundries.

READ'S

Grand Duchess Cologne.

This is the name of

One of the Sweetest Perfumes in America.

It is made by our fellow-townsman, W. H. READ, and has a large sale. Any one that uses it once will never be without it.

R. J. BAKER & CO.

IMPORTERS AND DEALERS IN

DYE-WOOD, DYE-STUFFS, GLUE,

Indigo, Madder, Bi-Carbonate of Soda, Etc.

OIL VITRIOL AND CHEMICALS

FOR MAKING

SUPER-PHOSPHATES AND FERTILIZERS,

36 & 38 South Charles St., Baltimore.

MARYLAND PAINT & COLOR WORKS

Established 1828.

G. & N. POPPLEIN, JR.

No. 27 HANOVER STREET, BALTIMORE,

Manufacturers, Importers and Dealers in

Paints, Colors, Oils, Varnishes, Brushes; Flint, Sand and Emery Papers; Artists', Gilders' and Painters' Supplies; Lithographers' Yellows; Trego's Chrome Yellows for Export; Baltimore do. do.; American Vermillions; Chrome Greens, &c.

BALTIMORE CHROME WORKS,

JESSE TYSON, President,

MANUFACTORY OF

BI-CHROMATE OF POTASH,

Having large Works in the South-Eastern part of the City. Started in 1845. For several years the markets in the United States have been mainly supplied with Bi-Chromate by this Establishment.

WM. STUART SYMINGTON. THOS. A. SYMINGTON.

Patapsco Chemical Works,

SYMINGTON BROS. & CO.

MANUFACTURERS OF

ACIDS & OTHER CHEMICALS,

Works on Locust Point, Office, 44 South Street,

BALTIMORE.

CHAS. F. PITT & SONS,

Importers and Commission Merchants,

116 LOMBARD STREET,

Baltimore.

Soda Ash, Caustic Soda, Sal Soda, Rosin, Indigo, Jute Butts, &c.

WM. DAVISON & CO.

MANUFACTURERS OF

VARNISHES, WHITE LEAD,

FRENCH AND AMERICAN ZINCS IN OIL,

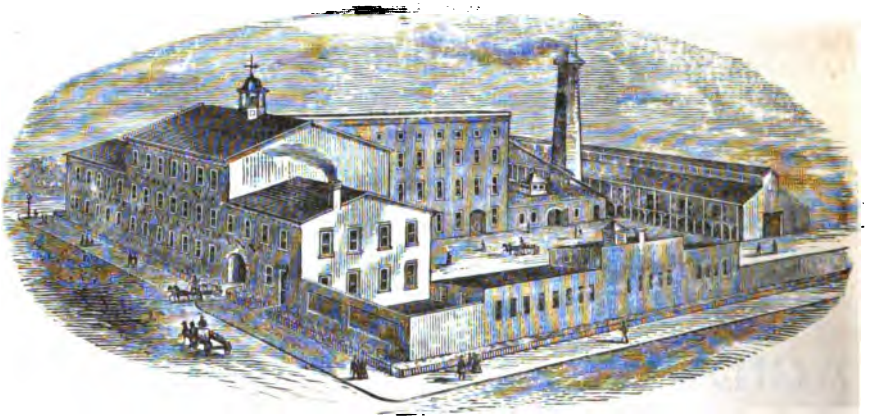
Epsom Salts, Refined Saltpetre, Spanish Brown, Venitian Red, Colors, Putty, Lamp Black, &c.

104 West Lombard Street, Baltimore.

WM. DAVISON, President. GILBERT T. SMITH, Sec'y.

Maryland White Lead Company

OF THE CITY OF BALTIMORE.



Manufacturers of

PURE DRY WHITE LEAD

AND

PURE LEAD IN OIL.

Office—No. 89 West Lombard Street.
Factory—Locust Point.

DIRECTORS.

CHARLES J. BAKER, THOMAS M. SMITH,
JAMES E. TYSON, JOHN GREGG.

Incorporated 1867.

CAPITAL, . . $300.000.

With a corroding capacity of 3,000 tons and upwards per annum, this Company possesses unsurpassed facilities for the manufacture of WHITE LEAD, (dry and ground in oil,) which is guaranteed to be ***strictly pure*** and in every respect equal in quality to the very finest made.

THOS. & JNO. M. SMITH,

MANUFACTURERS OF

RAW AND DOUBLE BOILED

LINSEED OIL,

Nos. 121 and 123 Smith's Wharf,

BALTIMORE.

Flaxseed Bought.

READ! READ! READ!--GREAT DISCOVERY!

Bradley's Patent Enamel Paint

Made from Pure White Lead, Linseed Oil and Zinc, and always Ready for use.

Sold by the Gallon.

ONE GALLON COVERS 20 SQUARE YARDS TWO COATS.

C. P. KNIGHT,

SOLE AGENT,

No. 93 W. LOMBARD ST., BALTIMORE.

Specimens and Price List furnished gratis.

THE PLAINS, FAUQUIER CO., VA., February 6th, 1873.

MR. C. P. KNIGHT—Sir:—The "Paint" came safely to hand as ordered—two kegs, five gallons each, and three buckets, one gallon each. As practice was slack, I did the job myself. Two weeks, not constant work, completed the house, two coats. The last coat I applied thick, and it is now generally conceded, that for "Enamel" like hardness, and body, and harmony of colors, there is not a handsomer job in the place. I SAVED SIXTY-FIVE ($65) DOLLARS by the operation, which is an item just now with "Southern People." It should be generally adopted in this State. Any country lad can apply it.

I never dabbed in such stock as Testimonials, but I feel so forcibly the great adaptability of your "Enamel Paint" to the wants of our people in excellency of material, in beauty of color, and in the fact of its being READY MIXED, that I give you free permission if it is desirable to you) to make what use you think proper of this letter.

Very respectfully and truly, S. McGILL, M. D.

Naval Stores.

THE steady improvement in the market for Naval Stores in our City is due to greater facilities as well as lower rates of freights arising from shorter lines of road, which enable Baltimore to compete favorably with Northern markets.

The establishment of additional lines of Steamers to Europe will soon restore the foreign freight room of which the introduction of steam lines temporarily deprived our city by monopolizing the more lucrative freights

and thus dispensing with a large number of sailing vessels. The superiority of Baltimore over any one Southern market lies in the fact that, receiving from all points South, she can offer the produce of many markets, and forward in thorough order, merchandize which has been in transit from two to five days, the time requisite for reaching the City.

We append the receipts at this port for the last five years:

Years.	*Spirits.*	*Rosin.*	*Tar.*	*Pitch.*
1872,	21,407	77,990	10,207	3,168
1871,	22,852	79,352	11,302	1,941
1870,	15,523	66,003	8,088	781
1869,	14,434	51,520	5,686	870
1868,	11,646	53,904	6,629	649

EDGAR M. LAZARUS. ROBT. A. TAYLOR.

E. M. LAZARUS & CO.

COMMISSION MERCHANTS

59 S. Gay Street, Baltimore,

FOR THE SALE OF

COTTON AND NAVAL STORES.

KEEPING CONSTANTLY ON HAND

SPIRITS TURPENTINE, all grades of ROSIN, all sizes and kinds of TAR and PITCH.

C. MORTON STEWART. FRANK FRICK.

C. MORTON STEWART & CO.

GENERAL

Commission Merchants,

BALTIMORE.

L. N. HOPKINS. JOHNS H. JANNEY.

HOPKINS & JANNEY,

COMMISSION MERCHANTS

FOR SALE OF

Cotton, Naval Stores, &c.

18 SPEAR'S WHARF, BALTIMORE.

Window Glass and Glass Ware.

FEW articles admit of more general consumption than Glass, and still fewer are liable to a more constant demand. Its varied uses and its brittle character make it the subject of constant solicitude alike to the housekeeper and the merchant, and its plentifulness and cheapness a matter of no little consideration. The attention of the trade of Baltimore was turned to the manufacture of Window Glass and Glass Ware in the very infancy of the City; and the matter of its production and sale was of great importance, when only the most sanguine of our citizens dared hope for the splendid future that has since dawned upon her. A Glass Factory known as the "Baltimore Glass Works," was established on Federal Hill, on the south side of the Basin, during the year 1790, and was among the first establishments of that description in America. For nearly eighty years it has been in continuous and successful operation, undergoing from time to time vast additions and extensive improvements. Sixteen years since, a new factory was started at the Spring Gardens for the manufacture of Bottles, Vials, Jars, &c. In 1858 this factory changed proprietors, and like its predecessor has undergone many improvements, its capacity having been enlarged at various times until at present there are in operation two furnaces for the manufacture of Bottles, Vials, Jars, Flasks, Demijohns and a great variety of other articles. One flint furnace from which are turned out Tumblers, Chimneys, Jars, Vials, Cologne and Extract Bottles and all the little Glass articles for the toilet, and the perfumers art. These works employ some two hundred hands and manufacture yearly $200,000 worth of Glass Ware. For the manufacture of this large amount of Glass it may be interesting to enumerate some few of the more important materials consumed. In the space of twelve months this factory uses 500 casks of soda ash, 2,000 tons of coal, 500 tons of packing hay and straw, 2,000 tons of sand, 50 tons of marl, 1,000 cords of wood, 500 tons of lime, 1,000,000 feet of lumber, 10 tons of iron, 50 tons of pot-clay, 300 kegs of nails, &c., &c.

The Baltimore Window Glass Works have two large furnaces in operation employing about one hundred hands and manufacturing 60,000 boxes of Window Glass and Coach Glass for cars and coaches, Picture Glass, &c., annually amounting to $160,000. In addition to the establishments mentioned above, there are also the Maryland Glass Works. This factory, erected some years ago on the Spring Gardens has rapidly developed into importance and is at present turning out at least 30,000 boxes of Window Glass annually, employing a large number of hands and consuming 250 tons of soda ash, 600 tons of sand, 1,600 tons of coal, 500 cords of wood, 40 tons of pot-clay and a large quantity of lumber. From the above it will be seen that the production of Window Glass alone, during the year, amounts to

90,000 boxes, being an increase since the year 1865 of 60,000 boxes. The increase in the manufacture of Glass Ware during that time has doubled, making the annual value of the manufacture of the two articles in this City at present, something under a million of dollars. The facilities for its manufacture are great. The reputation of Glass made in Baltimore has always been the highest; and the merchants engaged in the business are not only thoroughly acquainted with all its minutia, but are among our most influential and substantial business men, and they have made this City a market where all the articles of Glass manufacture can be purchased at the lowest prices, and on the most desirable terms.

MARYLAND WINDOW

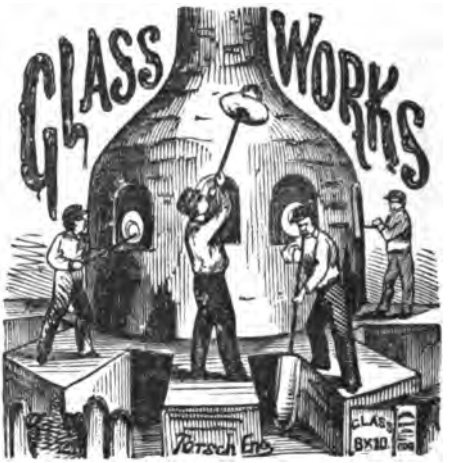
WAREHOUSE

And

OFFICE,

112 Lombard St.

BALTIMORE.



FACTORY,

Foot of
Leadenhall St.

BALTIMORE.

SEIM, EMORY & SWINDELL,

Manufacturers of Baltimore Window Glass,

AND IMPORTERS OF

French and Crystal Plate, Paints, Oils, Glaziers' Diamonds, &c.

F. T. HOLTHAUS. H. C. HOLTHAUS.

F. T. HOLTHAUS & SON,

MANUFACTURERS AND IMPORTERS OF

Window Glass, White Lead and Zinc,

VARNISHES, BRUSHES, COLORS,

GLAZIERS' DIAMONDS, &c., &c.

51 S. Charles Street, BALTIMORE.

WM · KING. ESTABLISHED 1830. WALLACE KING.

WM. KING & BRO.

IMPORTERS OF

FRENCH

WINDOW GLASS,

Colored, Enamelled and Fancy

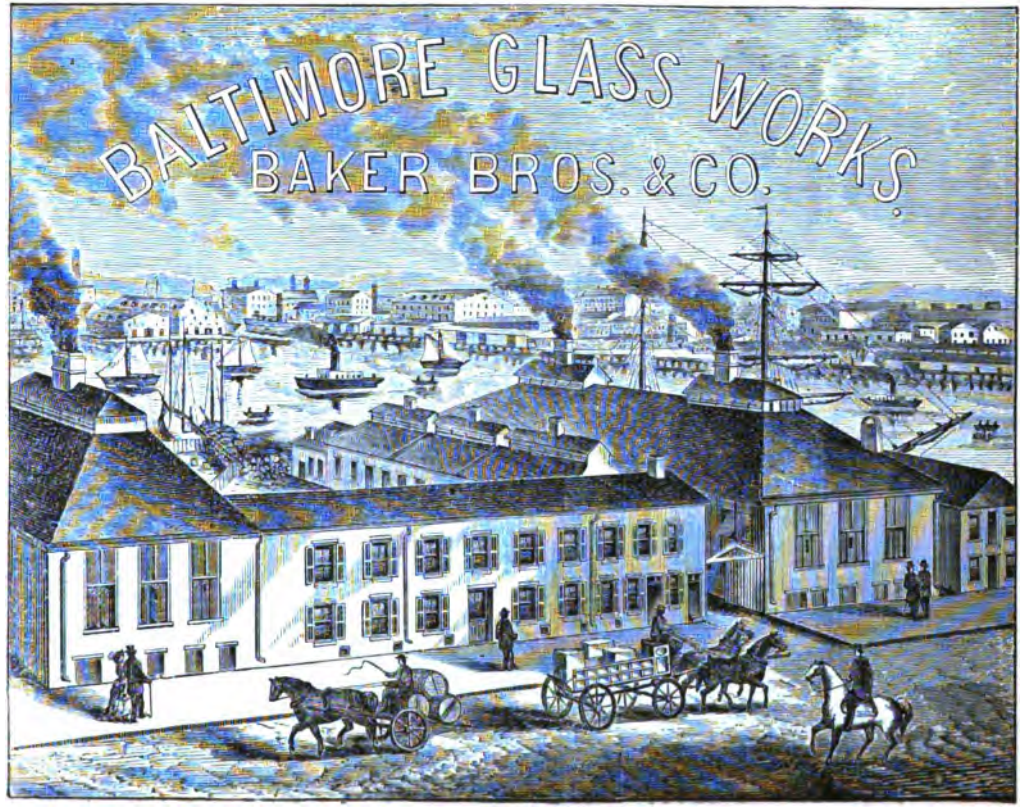
GLASS,

Dealers in Paints, &c. &c.

Nos. 2 & 24 LIBERTY STREET,

BALTIMORE.

BALTIMORE GLASS WORKS
WINDOW GLASS
GLASS WARE
BAKER BROS. & CO.


BALTIMORE GLASS WORKS
BAKER BROS. & CO.

CHARLES J. BAKER. WM. BAKER, Jr. CHARLES E. BAKER. GEO. B. BAKER.

BAKER BROTHERS & CO.

MANUFACTURERS OF

BALTIMORE

WINDOW GLASS

Druggists and Perfumers'

FLINT & GREEN GLASSWARE,

Demijohns, Wine Bottles, Flasks, &c.

IMPORTERS AND DEALERS IN

FRENCH WINDOW GLASS,

CHEMICALS, PAINTS, OILS, &c.

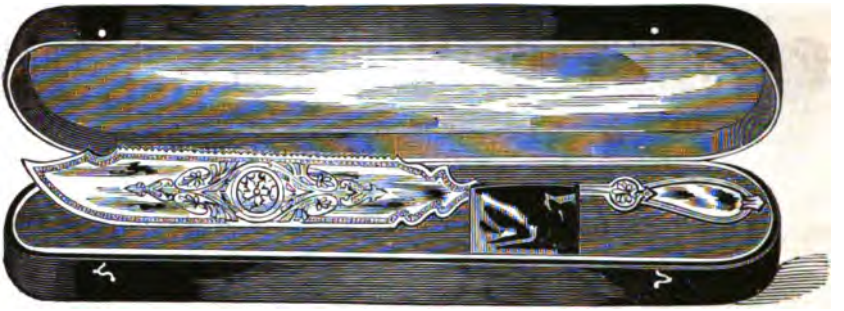
OFFICE AND WAREHOUSES,

32 & 34 S. CHARLES STREET.

WINDOW GLASS FACTORIES,
Federal Hill.

BOTTLE FACTORIES,
Spring Gardens & Eutaw St.

Thorough House-Furnishing Establishment!



SAMUEL CHILD & CO.

NO. 20 NORTH CHARLES STREET,

DIRECT IMPORTERS OF

FINE FRENCH DECORATED CHINA,

Fine French China plain white, Fine English China do. do.

Fine French, English & Bohemian TABLE GLASS. INDIA CHINA, beautifully decorated. Also, BLUE CANTON and NANKEEN WARE. FINE IVORY TABLE CUTLERY. Fine Triple Plated Tea Sets, Casters, Cake Baskets, Butter Dishes, Ice Pitchers, Waiters, Goblets, &c.. &c. Fine quality Heavy Block TIN, Japanned and Plain TIN WARE. BASKETS. KITCHEN UTENSILS, and

MANUFACTURERS OF THE CELEBRATED ICELAND REFRIGERATOR.

J. P. AMMIDON. D. F. HAYNES. GEORGE LOCKWOOD.

AMMIDON & CO.

347 WEST BALTIMORE and 60 GERMAN STS.,

BALTIMORE.

IMPORTERS AND JOBBERS IN

FRENCH AND ENGLISH CHINA,

QUEENSWARE

OF EVERY DESCRIPTION.

Lamps and Chandeliers, Table Glassware,

CASTORS,

Spoons, Tea Trays and Table Cutlery, &c., &c.

BURNING AND LUBRICATING OILS.

We invite attention of purchasers from every section of the country, to our large, varied, and constantly replenished stock of goods, which we can confidently say, is unequalled in quality and adaptation to the wants of our customers. The facilities for importation of English Earthenware into the Port of Baltimore are such, that we do not hesitate to say, we can offer advantages to close buyers which other cities cannot.

We keep constantly on hand a large assortment of *Original and Assorted* Packages of Queensware, Lamp Goods and Glassware at very low figures.

Prices and Goods guaranteed.

AMMIDON & CO.

McDOWELL & CO.

CARPET WAREHOUSE

No. 264 Baltimore St.

Opposite Hanover Street, BALTIMORE.

Guano and Fertilizers.

WHILE immense tracts of land are being cleared for cultivation in the West, and grain is becoming so plentiful as to be used in some instances for fuel, the soil nearer home in many cases is suffering a corresponding decrease in productiveness from the thriftless mode of tillage adopted by some, and the great tax of its powers by all farmers in their efforts to secure from it the very greatest possible yield. It is gratifying to know however, that this destructive policy has been in a measure checked during the last few years, and that more enlightened farmers and agriculturists have begun to learn the importance of recuperating worn-out lands by means of the various kinds of Fertilizers. Cotton planting, tobacco culture, and a number of the crops grown in the East and South, are more exhaustive in their effects upon the soil than grain, and hence the greater necessity for the use of Fertilizers in their cultivation. A growing conviction of the true value of these Fertilizers has caused their manufacture and distribution to become a most important branch of the trade of Baltimore. This City was the first and for many years the only port in the country for the importation and sale of Peruvian Guano—a business which was begun as early as the year 1832. For a long time the Guano was used in the crude state, just as it came from the Islands, but the advance made in the science of Agricultural Chemistry led to the discovery that the force of this Fertilizer might be greatly increased, and a large proportion of the amount imported is now used in the preparation of artificial Fertilizers. Into their manufacture also enter large quantities of bone, and the offal from the slaughter-houses, both of Baltimore and the West. The factories for the preparation of these articles are located chiefly in South and East Baltimore, and occupy a very considerable area of ground. In the same portion of the City are extensive Chemical Works for the manufacture of sulphuric acid, or oil of vitriol, of which agent an immense quantity is used in making Fertilizers. The analysis of new soils and numberless experiments largely increase the list of artificial

manures from year to year, and so numerous are now the different compositions, from the same general basis, that almost all are designated by some proprietary name, to give a list of which would be outside of the purpose of this work.

The ease with which these Fertilizers can be adulterated makes the trade peculiarly liable to fraud. It is matter of congratulation that the gentlemen engaged in this business in our City are persons of such standing and tone in the community as to preclude the idea of deception in the manufacture or sale of these compounds.

Suffice it to say, that all the varieties of Fertilizers known to the trade and likely to be beneficial to any known soil, can be purchased in Baltimore on as reasonable terms as elsewhere, while the facilities for shipment to any part of the country are unrivalled.

FERTILIZERS.

Maryland Fertilizing and Manufacturing Company,

WARREN, HAMBURG, GATES AND HENRY STREETS,

OFFICE, No. 4 S. HOLLIDAY ST.,

Manufacture Fertilizers of the highest grade

FOR WHEAT, CORN, VEGETABLES AND ALL SPRING CROPS, COTTON FOOD AND TOBACCO FOOD.

DIRECTORS.

CHARLES J. BAKER, SAM'L H. LYON,
WM. G. HARRISON, ROBERT TURNER,
LAWRENCE SANGSTON, RICHARD H. BAKER.

Farmers are invited to visit these Works and see how and of what materials Fertilizers are made.

They also manufacture Fertilizers to special Formulas in quantities not less than Ten Tons, and supply Farmers who desire to manipulate for themselves with all the necessary materials.

LAWRENCE SANGSTON, President.

H. C. HOWARD, Sec'y. **J. EDWIN MYERS, Gen'l Agent.**

ORCHILLA GUANO, AA.

A True Bird Guano, Rich in Phosphates and Alkaline Salts,

From Orchilla Island in the Carribbean Sea, belonging to Venezuela, Lat. 11° 50′ N., Lon. 66° 14′ W.

B. M. RHODES & CO.,

AGENTS FOR THE SALE OF ORCHILLA GUANO,

OFFICE, No. 82 South Street, below Corn Exchange,

☞ $30 Per Ton, in Bags. BALTIMORE.

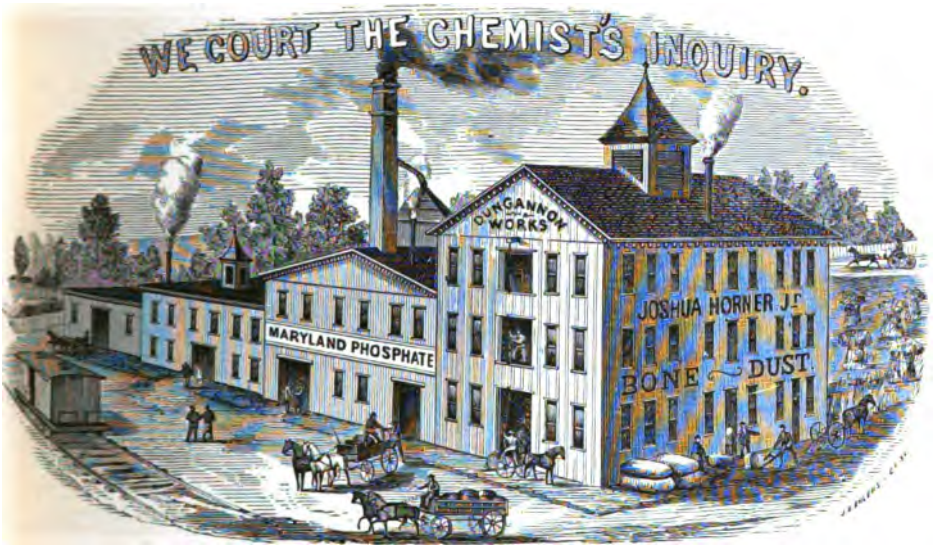
HORNER'S

MARYLAND SUPER PHOSPHATE

CONTAINS:

Peruvian Guano	700 lbs.
Bone Dust and Concentrated Animal Matter,	1150 "
Muriate of Potash	150 "
	2000 "

Liberal Discount to Dealers.



BONE DUST Ammonia, 3.
Bone Phosphate, - 59.63
Soluble Phosphoric Acid, 29.16

Maryland Super Phosphate	$50 per ton.
Bone Meal	50 " "
Tobacco Sustain (extra quantity) Potash	50 " "
Bone Dust	45 " "
Dissolved Bone	48 " "
Ground Plaster	$1.75 per bbl.

Peruvian Guano, Oil Vitriol, Potash, and other Chemicals for Fertilizing.

New Bags and no charge for delivery.

JOSHUA HORNER, jr.

54 S. GAY STREET.

CHAPPELL'S CHEMICAL WORKS,

ESTABLISHED 1845,

MANUFACTORY OF

CHAMPION

AND

COTTON KING

SUPER-PHOSPHATES,

PENDLETON'S GUANO COMPOUND,

EMPIRE GUANO,

AND

SULPHURIC ACID,

P. S. CHAPPELL,

PROPRIETOR,

OFFICE, 31 SOUTH STREET,

Baltimore.

The Pacific Guano Company's

(CAPITAL $1,000,000.)

SOLUBLE PACIFIC GUANO.

JOHN S. REESE & CO.

GENERAL AGENTS,

BALTIMORE.

WHITELOCK'S VEGETATOR

ADAPTED TO

EVERY SPECIES OF CROPS AND ALL KINDS OF SOILS.

This manure is prepared with great care from the best materials. It is uniform in quality and always in a suitable condition for drilling.

MANUFACTURED BY

W. WHITELOCK & CO.

44 South Street,

BALTIMORE.

GUANO DEPOT.

The undersigned would call the attention of Farmers and Planters to their stock of

Peruvian Guanape Guano, AA., A., B. & C. Mexican Guano, Md. Fertilizing Co's Cotton Food & Ammoniated Phosphate.

All of which we will guarantee. Orders for all PHOSPHATES of known value will receive our prompt attention. We also solicit orders for

CORN, OATS, HAY, &c. &c.

Our facilities and experience of thirty-five years will warrant satisfaction.

FIELD SEED OF ALL DESCRIPTIONS CONSTANTLY ON HAND.

We respectfully solicit correspondence.

ROBERT TURNER & SON, 43 & 46 S. Frederick St., Baltimore.

JOSEPH REYNOLDS. AUG. C. PRACHT.

CHESAPEAKE GUANO

An Ammoniated Soluble Phosphate,

Containing all the Properties of Bone and Peruvian Guano,

Manufactured and sold by

ISAAC REYNOLDS & SONS,

BALTIMORE.

Send for Circulars containing Analysis and Certificates.

Maryland Life Insurance Co.

No. 10 South Street, Baltimore.

Marble.

WITHIN a few miles of Baltimore on the line of the Northern Central Railway are located quarries of Marble practically inexhaustible, and of a quality which rivals that found in any other portion of the country. These quarries have been worked for many years. Their convenient location along one of the main lines of railroad leading out of our city, has enabled their owners to supply the material at prices remunerative to themselves, and favorable to purchasers. Immense quantities of the Marble have been shipped to Baltimore and other cities. The monolithic columns of the Capitol at Washington, and many of the public buildings in that city built of this material, are ample evidence of the quality of Baltimore County Marble, and the estimation in which it is held by those best qualified to judge, and the numerous buildings that have been erected in our own city are an indication of its appreciation by those who reside in Baltimore. The new City Hall, a magnificent edifice recently erected in our midst, has been constructed entirely of Marble from these quarries, as was also the Washington Monument.—Immense blocks of the crude stone can be taken out and shipped to market; blocks in fact, of any size likely to be required for practical purposes. It is susceptible of the very highest polish, and is largely used for ornamental purposes.

Large establishments exist in our city for cutting and dressing Marble, which employ a number of hands and are furnished with the most improved steam machinery.

HUGH SISSON,

Steam Marble Works,

Corner North and Monument Streets,

BALTIMORE.

CONSTANTLY ON HAND AND MAKES TO ORDER

MONUMENTS, TOMBS,

MANTELS,

FURNITURE SLABS, TILE-COUNTERS, &c.

OF THE DIFFERENT VARIETIES OF MARBLE.

Also Furnishes the Trade with Marble Cut to Size.

BALTIMORE FRENCH BURR MILL STONE

Manufactory and Mill Furnishing Establishment,

DEALERS IN

BOLTING CLOTHS,

SMUT MACHINES, MILL BUSHES, PROOF STAFF, LEATHER AND GUM BELTING, MILL PICKS AND HAMMERS, and MILL FIXTURES of every description. Also ESOPIUS, COCALICO and COLOGNE MILL STONES.

B. F. STARR & CO.

173 North Street, cor. of Centre, Baltimore.

HORACE NOBLE. C. W. WILSON.

NOBLE & WILSON,

Manufacturers of Fire and Water-Proof

PLASTIC SLATE ROOFING MATERIALS,

SLATE FLOUR, COAL TAR, ROOFING FELT, CLEATINGS, &c.

Plastic Slate Roof applied to any style of Building.

Office, No. 3 Post Office Avenue, Baltimore.

THE PLASTIC SLATE, as a Roofing material, stands unrivalled. A mastic, it adapts itself to every shape and slope. Non-combustible, impervious, non-expansive and undecaying—frost does not crack, nor heat dissolve it. Possessing all the advantages of a sheet slate roof without its joints and crevices. Being susceptible of little, if any, wear from exposure, and perfectly fire-proof, it is unequalled as a coating for Railroad and Farm Buildings, Bridges, &c. ORDERS FOR SHIPPING PROMPTLY ATTENDED TO.

FURNISHING UNDERTAKER
AND
Manufacturer of
CORPSE PRESERVERS.
METALIC, LEAD AND ALL DESCRIPTIONS OF
COFFINS
Furnished in the best style and manner.
FUNERALS
Promptly and carefully conducted.

Baltimore Frame and Moulding Works.

PIER AND MANTEL,

Square and Oval Frames,

MOULDINGS OF ALL DESCRIPTIONS,

VELVET AND PAPER MATTS,

Nos. 29, 31, 33, 35, 37 and 39 LEADENHALL STREET,

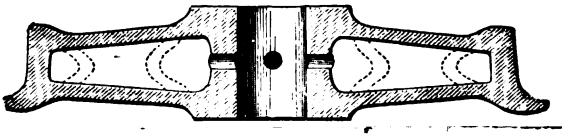
BALTIMORE.

JAMES L. PERRIGO, Superintendent.

BALTIMORE CAR WHEEL CO.

OFFICE, 15 SOUTH STREET,

CAPACITY 300 WHEELS PER DAY,

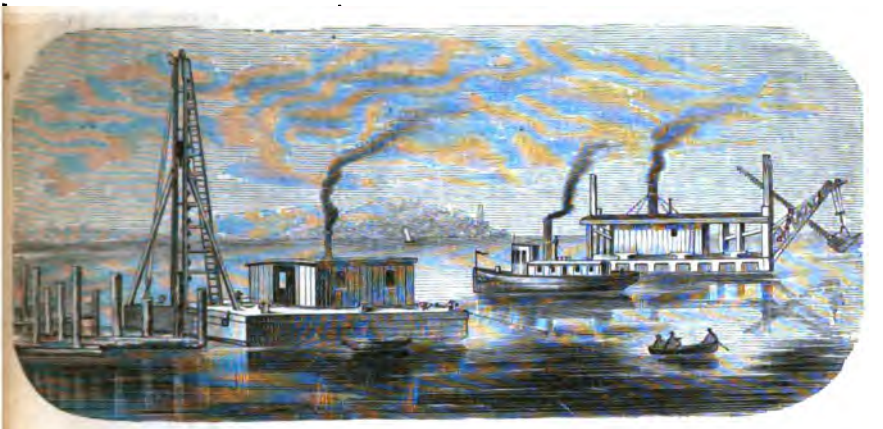


Manufacture Wheels of all Patterns, for City as well as Steam Railways, and with or without axles. Using strictly Baltimore Charcoal Iron, (which has no superior, and few equals, for making Car Wheels,) and annealing their Wheels by the Central Flue system, they warrant them free from strain, and equal in tenacity and uniformity of chill to any made.

Tensile Strength of Baltimore Iron IN PIG.	Tensile Strength of remelted bars made from Baltimore Charcoal Iron, same as used in Wheel Plates by this Company.	Tensile Strength, after two years service, of Wheel Plates made by this Company from Baltimore Charcoal Iron.
28560 lbs. per sq. inch.	42000 lbs. per sq inch.	23800 lbs. per sq. inch.
33320 "	41600 "	33320 "
26180 "	40800 "	33900 "
23086 "		28560 "
27370 "		
33000 "		

WORKS, COR. ESSEX & BURKE STS., CANTON, BALTIMORE.

W. S. G. BAKER, President. J. M. LAWFORD, Secretary.



The Chesapeake Dredging Company

OF

Baltimore County, Maryland.

PRESIDENT,

THOMAS C. BASSHOR.

DIRECTORS,

THOMAS C. BASSHOR, J. H. TEEMYER,
JOHN O. EVANS, FRANKLIN B. COLTON,
WILLIAM KIMMELL.

Builders and Operators of Dredging Machines and Tug-boats, Contractors for the construction of Piers, Bridges, Wharfs, Floating and Dry Docks, Marine Railways, Timber and Stone Foundations.

Owners and Operators of the SHAW GUN-POWDER PILE DRIVING MACHINES, for Baltimore City and County, Anne Arundel County, Md., Alexandria, and Fairfax County, Va., and the District of Columbia.

MAIN OFFICE—10th Avenue, near foot of Clinton St., Canton.

BRANCH OFFICE—5 Postoffice Avenue, Baltimore.
" " 341 Pennsylvania Avenue, Washington, D. C.

COMMUNICATIONS ADDRESSED TO

JOHN H. TEEMYER, Secretary.

SAM'L BURNS. *GEO. F. SLOAN.*

BURNS & SLOAN,

No. 132 Light Street Wharf, *BALTIMORE.*

BUILDING AND HARD WOOD

LUMBER,

Doors, Sash, Bricks, &c.

IN LOTS TO SUIT.

Fire Bricks and Potteries.

BALTIMORE possesses superior advantages for the manufacture of all kinds of Bricks. The surface of our soil is underlaid with clays which are manufactured into all varieties of ware constructed of clay—Stone-ware, Pottery, Terra-Cotta, and Chemical Ware the most difficult and important of all. The largest kinds of Fire Blocks, and Retorts for the use of zinc works, sugar refineries and gas works, some of the latter weighing considerably over a ton, are manufactured in Baltimore. No place in the country affords such fine material for these varied industries. In Pottery Ware alone Baltimore should surpass Trenton, and command the trade of the West and South. With grounds for these establishments at a nominal price contiguous to rail and water transportation, and the clays often on their sites, it is a wonder that more capital and enterprise should not have sought investment in them with such assurance of success.

There is already one concern manufacturing refractory materials which is sending its Retorts, Fire Bricks, Sewer Pipes, Tiles, &c., &c., to the remotest sections of the country, from Maine to Louisiana and westward, even across the Mississippi, with a rapidly increasing business. The manufacture of artificial hydraulic cement, similar to the far-famed English Portland and Roman Cements, might be developed here to an almost unlimited extent with our variety of clays and limes in close proximity. These manufactures of raw material, direct from the soil where it is lying awaiting the skilled labor which capital can so easily provide, are the most solid source of permanent wealth to any community.

Baltimore Retort & Fire Brick Works,

GEORGE C. HICKS & CO.

BALTIMORE.

Office, 3 S. Holliday St. **Manufactory, Locust Point.**

STANDARD CLAY RETORTS,

TILES OF ALL KINDS,

FIRE BRICKS

OF ALL QUALITIES, SHAPES AND SIZES,

Fire Cement, Fire Mortar, Fire Clay

AND

KAOLIN,

STOVE LININGS

AND

FURNACE BRICKS,

Vitrified, Steam Pressed, Drain & Sewer Pipe,

AND

MANUFACTURES OF CLAY IN GENERAL.

A LARGE STOCK ALWAYS ON HAND.

Bricks.

FEW persons who walk the streets or cast their eyes up to the substantial dwellings which line them, care to inquire how many distinct bricks were used in their construction, and yet perhaps could the number be ascertained, it would foot up an array of figures, by the side of which those that express the combined national debts of all the nations on the globe, would dwarf into insignificance. As new buildings are erected or old ones repaired, new streets paved or old ones mended, the number required is indefinitely increased; and the system adopted long since by the municipal authorities of this City to allow none but Brick, Stone or Iron dwellings to be built, save under peculiar circumstances, while a very great advantage to the City, has marvelously increased the demand for bricks. It will probably not astonish any of our readers then to be informed, that more than 100,000,000 Bricks are manufactured in and about the City of Baltimore annually. The clay in the vicinity of Baltimore, the finest in the world, is peculiarly adapted to the manufacture of Brick, and the materials used in burning them can be purchased at rates which render their production a means of profit to the manufacturer, while at the same time he can successfully compete in price with those of any other locality in the country. Extensive Brick yards are established west of Jones' Falls, on the Washington road, at Moale's Point, Locust Point, on the Frederick road, east of the Falls at Canton, Brooklyn and Belair Avenue. One million of dollars is invested in the business, 2,000 hands are employed, 25,000 tons of coal, and 2,000 cords of wood are consumed in their production. The quality of the Bricks made in this City is unsurpassed by that of any made in the United States, and Baltimore Pressed Brick are superior to any made in the world, as is evidenced by the fact that they are shipped to all seaport towns, and along all the different railroad lines leading out of Baltimore. The increased demand for Pressed Brick growing out of the fires in the East, has led to their use in that section to a greater extent than in our own City.

ESTABLISHED 1818.

BURNS, RUSSELL & CO.

MANUFACTURERS OF THE BEST

Pressed, Sand, Paving and Common

BRICKS

MADE BY HAND,

YARDS: Washington Road and Annapolis Road,

OFFICE, 30 COLUMBIA STREET,

Pressed Brick a Specialty. BALTIMORE.

W. H. PITCHER. Y. O. WILSON.

PITCHER & WILSON,

BRICK MANUFACTURERS,

BEST QUALITY OF

DUST AND SAND PRESSED,

Dressed Sand and Hand-Made Common Brick,

YARDS—Washington Road. OFFICE—No. 1 N. Paca St.

All Orders Promptly Attended to. BALTIMORE.

Horses and Mules.

A FEATURE of the trade of Baltimore is the traffic in Horses and Mules. With the exception of the Kentucky market, that of this City is the largest in the United States. The very best Mules raised in America are to be found in the sale stables of this City, and Horses of heavy draught, fed upon the blue-grass of the Western States, and notoriously free from the imperfections and disorders to which Horses are liable, are brought to this City for sale in larger numbers and in better condition than they can be found elsewhere, save where they are raised. In fancy Horses for road purposes the market does not pretend to compete with that of New York, where the best breeds of trotters are raised, and where the demand is always great, though of late years even in this respect, Baltimore has been by no means insignificant; but the market is always stocked with medium Horses at fair prices, and the character of those engaged in the business is a guarantee to buyers that their representations are correct. The finest Mules in the world are sold here in large numbers for home use, while many are shipped from this point to the South and the West Indies. The market is more active usually during the Fall and Spring months, but an adequate supply may be found in the City at all times. Baltimore possesses unusual facilities for the shipment of these valuable animals, and the Baltimore and Ohio Railroad is at present perfecting arrangements for the transportation of live stock, which will doubtless create a large addition to the trade. The Stable accommodations are admirable, and Western men have heretofore shown a very decided preference for our City.

It is estimated that from eighteen to twenty thousand Mules and Horses pass through this market annually, and with the increase of railroad facilities it is safe to predict a corresponding increase in the trade.

BRYANT, STRATTON AND SADLER Business College.

Nos. 6 and 8 N. Charles Street, Baltimore. *W. H. SADLER, Pres't.*

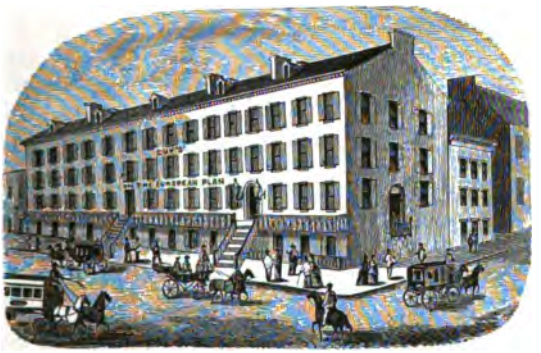
The Cattle Market.

THE Cattle Market of Baltimore has long been famous. The City occupying as she does a central position on the Atlantic Coast, in striking distance of the various grazing fields by her railroad connections and water communication, and contiguous to broad stretches of fertile country where grass and forage of every description are plentiful, her market has always been supplied with superior beeves, hogs and sheep. The market is furnished from Virginia, West Virginia, Pennsylvania, Tennessee, Kentucky, Missouri, Illinois, Texas, North Carolina, Indiana and Ohio. The facilities offered to drovers in Baltimore are considered by stockmen from other cities the finest in the United States, both as regards stabling and the dues required of them. The trade is steadily on the increase, and the accommodations which competing lines of railroad now offer will give it an impetus in the future. We append the monthly receipts of live stock for the years 1871 and 1872, as reported at the State Scales:

	1871.			1872.		
	Beeves.	*Hogs.*	*Sheep.*	*Beeves.*	*Hogs.*	*Sheep.*
January,	5,974	18,172	11,175	6,632	29,306	6,941
February,	6,758	23,136	16,756	6,370	36,099	11,173
March,	3,115	17,552	5,351	4,202	27,471	6,170
April,	3,983	16,794	7,504	3,727	25,419	6,620
May,	3,684	22,811	12,598	3,703	27,101	13,537
June,	4,318	23,477	9,529	5,857	30,684	18,662
July,	5,959	20,181	20,313	4,457	24,879	11,995
August,	8,341	22,247	17,309	8,304	31,729	19,317
September,	12,939	27,233	16,370	12,313	36,271	16,161
October,	14,432	37,873	20,316	17,993	48,975	20,807
November,	14,658	45,811	15,631	9,394	37,579	11,628
December,	5,587	27,697	5,672	7,450	7,625	37,217
	89,748	303,284	158,624	90,402	363,138	180,228

Hotels.

PERHAPS no feature contributes more directly to the rapid development of a city than the number, convenience and comfort of its Hotels.—Without these indispensable adjuncts it is like a well selected library with no means of access to the shelves. The books may be very instructive and entertaining but the public will never discover the fact by personal inspection. For a long time Baltimore was behind the spirit of the age in this respect. Her public houses were few and far between, and partook more of the homeliness of the old road-side inns than of the elegance and luxury of modern caravanseries. Thanks to the spirit of enterprise which has manifested itself in the Monumental City during the past decade, old things have passed away, at least so far as they retard our progress, and Baltimore *to-day* is as well supplied with Hotels in proportion to the number of her inhabitants as any city in America—further, they are as splendidly fitted up and give as much



GUY'S HOTEL, ON THE EUROPEAN PLAN, BALTIMORE.

comfort to visitors. "The Carrollton," recently erected on Light Street, with a front on Baltimore Street, the main thoroughfare of the City, is admirably located. Situated in the very heart of Baltimore, it is convenient both for business and pleasure. Sumptuous in its appointments, it is furnished with every improvement that modern taste or ingenuity can suggest, and will compare favorably with any of the recently constructed Hotels in this country. We cite the Carrollton, not because it is superior to others, but as an illustration. "Barnums" is an old established house and has a cosmopolitan reputation. There is a number of other first-class Hotels in the City whose accommodations have proved ample for all the demands of the greatest exigencies that have occurred within the past few years. Baltimore is well supplied with a cheaper class of Hotels, whose outer finish, interior comforts and excellent tables, have earned for them an enviable reputation both at home, and with strangers.

"THE CARROLLTON."

This new and beautiful Hotel, located upon the site of the "Old Fountain Hotel," extended by an elegant front on Baltimore Street, is convenient alike to the business man and the tourist.

It is the only Hotel in Baltimore of the new Style, embracing Elevators, Suits of Rooms, with Baths, and all conveniences; perfect ventilation and light throughout, and was planned and built as a Hotel, new from its foundation.

Its elegant and convenient Office and Exchange Room, with Telegraph, &c., will at all times, be at the disposal of the merchants and citizens of the City—its builders.

The location of the Ladies' Entrance on Baltimore Street, and the beautiful Drawing Rooms connected therewith, will give to families more than the usual degree of quietude and seclusion.

The undersigned refers to his career of over thirty years as a Hotel Manager in New York and Baltimore, feels confident, that with a new and modern house, he can give entire satisfaction to his guests.

R. B. COLEMAN,

BALTIMORE. *Proprietor.*

The Houses kept on the European plan in this City are worthy of special mention. They are numerous and fitted up in a style of elegance combined with perfect taste which is really exceptional. Among these is "Guy's Monument House"—Established at an early period in the history of Baltimore, it has steadily preserved its reputation as a house where gentlemen are treated as though they were at their own homes. The Maryland Club, the oldest organization of that description in this country, was formed at "Guy's." This sufficiently expresses the character of the men who resorted thither years ago, and it is only necessary to say that there has been no alteration since then in the nature of the guests. The Guys were eminently a set of men who knew how to keep a hotel, and the mantle that fell from the shoulders of the last of the name has been very creditably worn by the present proprietor. The *cuisine* of this establishment has acquired fame in many portions of this country, and more than once has its excellence been attested by orders from Europe. A number of other houses conducted upon the same plan, offer to visitors during their sojourn in our City, both the comforts of home and all the luxuries that taste and money can supply, while their moderate charges especially recommend them to the travelling public.

MANSION HOUSE HOTEL.

I. ALBERTSON,
PROPRIETOR.

Cor. Fayette and St. Paul Streets,

BALTIMORE.

Capacity, 200 Guests.

Persons taking the City Passenger Cars, will ride to the Corner of St. Paul Street, within a few steps of the Mansion House.

BRYANT, STRATTON & SADLER *Business College.*

Nos. 6 and 8 N. Charles Street, Baltimore. *W. H. SADLER, Pres't.*

INSURANCE AGENCY.

THOMAS E. HAMBLETON, Insurance Broker,

Will attend to obtaining **Insurance against Fire, Marine and Life,** for all persons entrusting their Insurance business to his care, without charge to the Insured for his services. And from his long experience as an Underwriter hopes to give satisfaction, in placing risks in reliable Companies in this country or Europe. Prompt attention given to all letters

OFFICE, No. 10 SOUTH STREET, BALTIMORE.

MARYLAND
Life Insurance Company
OF BALTIMORE.

ORGANIZED 1865.

Office in Co.'s Building, 10 South St.

ASSETS, - - $750,000.

Paid up Guarantee Capital $100,000, Deposited with the Treasurer of the State of Maryland.

☞This well-established Maryland Company grants Insurance upon Lives upon all the most approved Plans, and at the Lowest Rates consistent with undoubted security.

DIVIDENDS MADE ANNUALLY.

GEORGE P. THOMAS, President.

BOARD OF DIRECTORS.

HAMILTON EASTER,	HIRAM WOODS,
ALLEN A. CHAPMAN,	THOMAS CASSARD,
GEORGE P. THOMAS,	GEORGE H. MILLER,
HUGH SISSON,	WILLIAM DEVRIES,

CHARLES WEBB.

A. K. FOARD, Secretary.

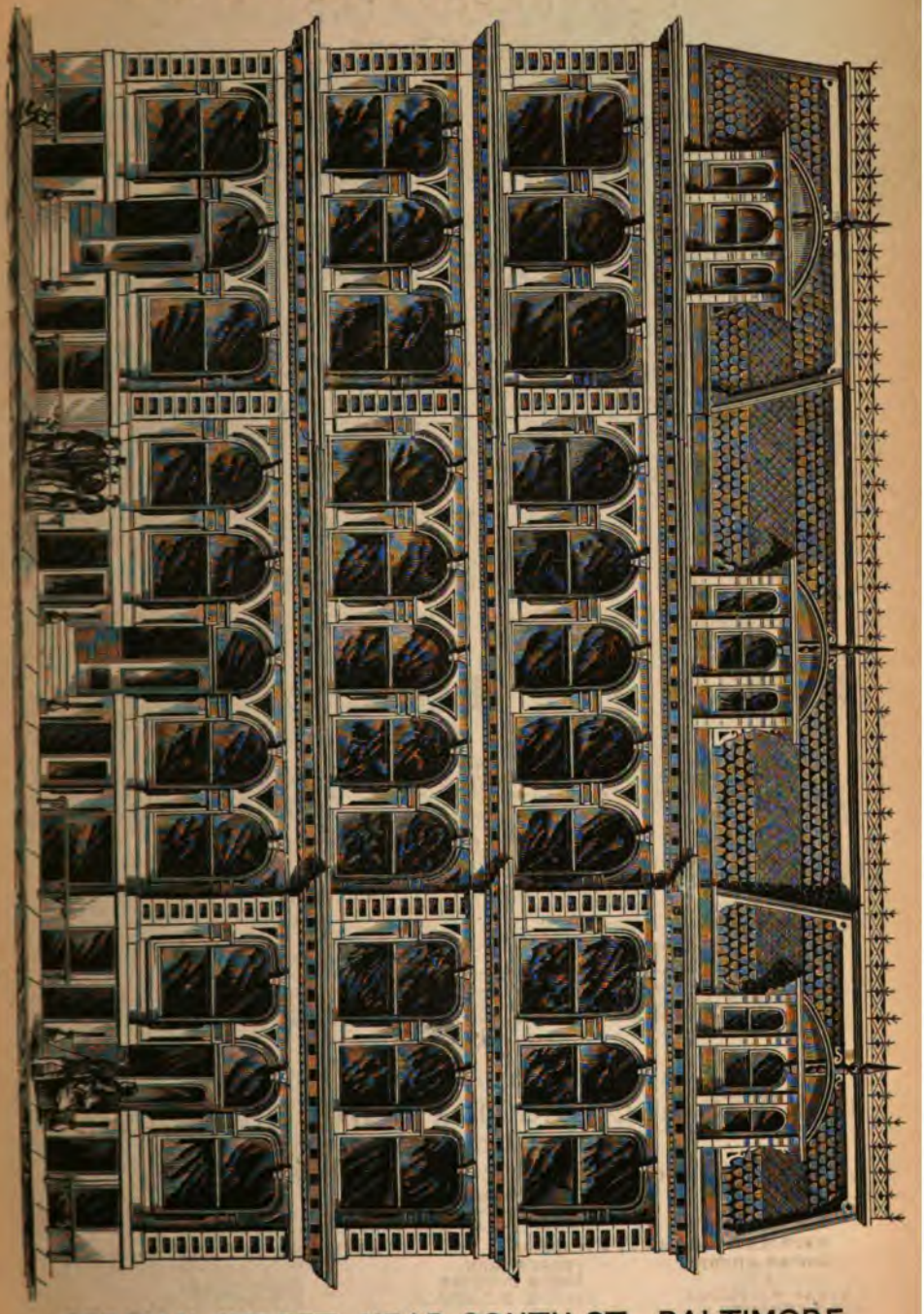
CLAYTON C. HALL, Ass't Sec'y and Actuary.

T. W. MATTHEWS, Manager of Agencies.

J. W. F. HANK, M. D., Medical Examiner.

CHRISTOPHER JOHNSTON, M. D., }
FRANK DONALDSON, M. D., } Consulting Physicians.

G. R. VICKERS' OFFICE BUILDING.



GERMAN STREET, NEAR SOUTH ST., BALTIMORE.

INCORPORATED 1794.

Charter Perpetual.

BALTIMORE EQUITABLE SOCIETY

FOR

INSURING HOUSES AND FURNITURE FROM LOSS BY FIRE,

Office, No. 19 South Street, Baltimore.

This old and favorite Office continues to Insure Houses and Furniture from Loss or damage by Fire, *by the year*, for a small premium, or on the Mutual Plan, perpetually; and will also grant CARPENTERS' RISKS on pleasing terms.

Persons Insuring their Property in this Office on the Permanent Plan have no greater responsibility than the amount of their deposits.

DIRECTORS.

THOS. KELSO,	SAMUEL BEVAN,	SAMUEL KIRBY,	WM. S. RAYNER,
WM. KENNEDY,	JOHN M. OREM,	WM. E. HOOPER,	JAMES H. BROWN,
MICAHEL WARNER,	JOHN R. KELSO,	WM. J. RIEMAN,	GEORGE J. APPOLD.

FRANCIS A. CROOK, Treas. HUGH B. JONES, Sec'y.

Howard Fire Insurance Company

OF BALTIMORE,

OFFICE N. W. COR. SOUTH AND WATER STREETS.

Incorporated 1856. ***Cash Capital $200.000.***

BOARD OF DIRECTORS.

ANDREW REESE, ... PRESIDENT.

SAMUEL APPOLD,	AARON FENTON,	J. STRICKER JENKINS,	SAMUEL R. SMITH,
M. BENZINGER.	CHAS. HOFFMAN.	JAMES M. POUDER,	JACOB H. TAYLOR,
ISAAC M. DENSON,	SAM'L T. HATCH,	E. H. PERKINS,	H. J. WERDEBAUGH.

J. H. KATZENBERGER, Secretary.

PEABODY FIRE INSURANCE COMPANY,

SECOND STREET,

ADJOINING POSTOFFICE, ON THE WEST,

INSURES ALL DESCRIPTIONS OF BUILDINGS

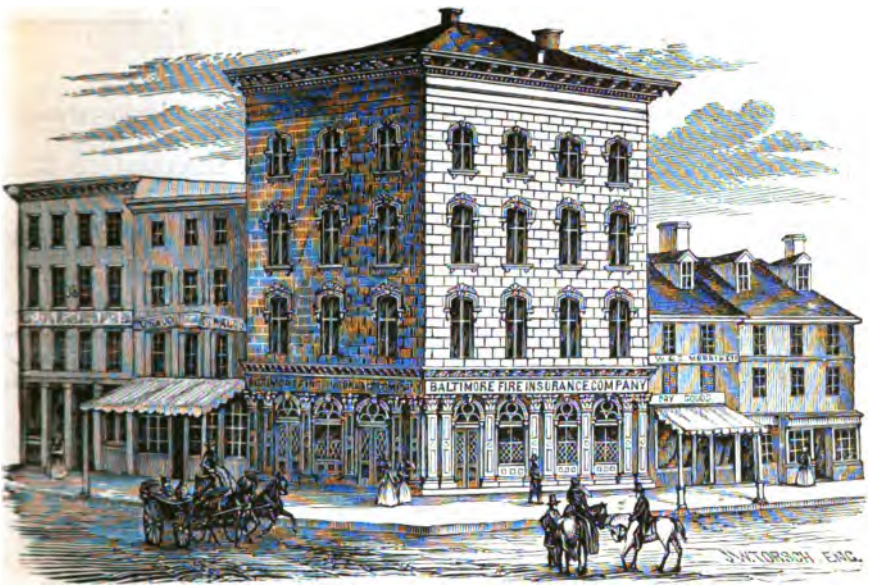
IN THE CITY AND COUNTRY,

ANNUALLY, OR FOR SHORT TERMS.

BOARD OF DIRECTORS.

THOMAS I. CAREY, President. **RICHARD B. POST, Secretary.**

GALLOWAY CHESTON,	JESSE TYSON,	H. D. HARVEY,
ENOCH PRATT,	JOHNS HOPKINS,	JAMES CAREY,
THOMAS WHITRIDGE,	JNO. H. B. LATROBE,	AUGUSTUS KOHL SR.
WM. KENNEDY,		



Baltimore Fire Insurance Co.

INCORPORATED 1807.

S. W. CORNER OF SOUTH AND WATER STS.

Capital paid in, - - - - - $200,000
Contingent Fund, - - - - - $200,000
ASSETS—Invested in first-class Securities, (1st Sept. 1872) **$513,876**

This Company insures against LOSS OR DAMAGE BY FIRE, in the city or country on the various descriptions of Property.

Short insurances are also made for any length of time desired—for a single day or longer period.

This Company also issues PERPETUAL OR PERMANENT POLICIES.

WILLIAM G. HARRISON, President.

BOARD OF DIRECTORS.

GEORGE R. VICKERS,
DAVID S. WILSON,
JOSIAS PENNINGTON,
FRANCIS T. KING,
HENRY CARROLL,
RICHARD S. STEUART,
WILLIAM H. BRUNE,
HERMAN VON KAPFF,
T. ROBERT JENKINS,
C. MORTON STEWART,
B. F. NEWCOMER,
ORVILLE HORWITZ,
WILLIAM W. TAYLOR,
ISRAEL COHEN,
GEORGE L. HARRISON.

FREDERICK WOODWORTH, Secretary.

Home Fire Insurance Company of Baltimore,

Office, Marble Building, No. 10 South Street.

Insurance made on every description of Property, for long or short Periods, in the City or elsewhere, on most favorable Terms.

Perpetual Policies granted on Buildings, on an Economical Plan.

JAMES OWENS, Sec'y. **G. HARLAN WILLIAMS, Prest.**

BOARD OF DIRECTORS.

HIRAM WOODS,	HAMILTON EASTER,	O. DIFFENDERFFER,	GEORGE P. THOMAS,
JOHN CUGLE,	WM. H. PERKINS,	JAMES BOYCE,	JOHN CASSARD,
LEWIS TURNER,	FERDINAND MEYER,	J. BROWN GEORGE,	JACKSON C. GOTT,
JAMES L. BARBOUR,	CHARLES MARKELL,	G. HARLAN WILLIAMS.	

PHŒNIX FIRE INSURANCE CO.
OF BALTIMORE.
OFFICE, MARBLE BUILDING, 44 SECOND ST.

WM. F. BURNS, Vice Prest. **N. P. CAMPBELL, Prest.**

C. W. RUDDACH, Secretary.

DIRECTORS.

WM. F. BURNS,	HON. WM. P. WHYTE,	WM. R. SEEVERS,	EDWARD R. LUSBY,
H. L. WHITRIDGE,	WM. T. MARKLAND,	ALFRED JENKINS,	JNO. A HAMBLETON,
JOHN J. WIGHT,	DR J. F. MONMONIER,	JOHN S REESE,	C. OLIVER O'DONNELL,
WM. H. PEROT,	ROBT. T. BALDWIN,	WM. SEEMULLER,	IRVIN C. MILLER,
JAS. H. MILLIKIN,			C. M. HAWKINS.

Banks and Bankers.

THE Banking Capital proper of Baltimore is about fifteen millions of dollars. Were this all, our City would offer but feeble inducements to enterprising men to make their homes with us. Such an amount seems totally inadequate to the necessities of a great commercial emporium, and a weak exhibit when placed in juxtaposition with the capital held by the Banks of other cities.

But this is supplemented in a variety of ways which, if not peculiar to Baltimore, at least find their fullest development here. The private Banking Houses are not only numerous, but solid and substantial. Those in charge of them are, with scarcely an exception, men of large capital and an extended experience, enabling them to rival the Banks in the magnitude of their operations, and at the same time affording the most ample security to those whose financial agents they become. There are no bogus Banks or Banking Houses in the City. While there are Exchanges for the convenience of business men, and the transactions of legitimate trade, speculation has not yet reared its front in our midst, and "puts" and "calls" are unknown terms save in the vocabulary of curb-stone brokers, or the under current of mercantile life, where obscurity begets immunity, and tends to the preservation of that high tone which should always characterize commercial communities.

In addition to that furnished by the Banking Houses, a large amount of floating capital in the hands of our wealthy citizens is constantly seeking investment, and the large towns of the State, such as Frederick and Annapolis, are supplied with Banks far beyond the requirements of the trade in those localities. The surplus capital of these Banks, and in fact that of the entire State, seeks Baltimore as its natural outlet, and in this manner an amount of money aggregating many millions of dollars and adequate to the wants of business is placed in this market.

The marked success of our Banks, their payment of large semi-annual dividends, and the fact that no failure has occurred among them for thirty years, are powerful inducements to capitalists from other sections to make similar investments in this City. The Banking Institutions and private Banking Houses of Baltimore have shown commendable enterprise, especially in the buildings they have erected, and some of our handsomest edifices, replete with architectural adornment and evincing decided taste, having been built to accommodate their increasing business.

There are in our City upwards of ten Savings Banks and Institutions embracing the "Savings" feature, with deposits aggregating nearly twenty-five millions of dollars. This is a creditable showing for Baltimore. These Banks are established principally for the benefit of the mechanics and laboring classes, and are dependent upon them for their success. Such an exhibit speaks volumes in behalf of the thrift and energy of the larger class of our population as well as of those to whom they have trusted their earnings.

CENTRAL SAVINGS BANK,

S. E. Corner CHARLES & LEXINGTON STREETS.

This Savings Bank has been recently established in one of the most central and prominent business locations in the city; its deposits already exceed $500,000, and its depositors number 4,814.

The Bank is conducted exclusively for the benefit of the depositors—there being no Stockholders. Four per cent. is annually added to the deposits, and every three years the surplus earnings are divided among the depositors—making the average year's interest thus far 6½ per cent, clear of all taxes.

Sums of any amount received daily, between 10 and 2 o'clock, at the discretion of the officers.

FRANCIS T. KING, President.

JOHN CURLETT, Vice President.

DIRECTORS.

GEO. W. CORNER,	CHAS. J. BAKER,	THOMAS J. WILSON,	DANIEL J. FOLEY,
W. R. CANFIELD,	HENRY C. SMITH,	WM. WOODWARD,	D. L. BARTLETT,
J. B. SEIDENSTRICKER,	FRED. W. BRUNE,	JAMES CAREY,	J. F. MONMONIER,
J. H. OBEM,	ROBERT TURNER,	GERMAN H. HUNT,	CHRISTIAN AX,
WM. BRIDGES,	WM. NUMSEN,	JESSE TYSON,	SAMUEL APPOLD,
GEORGE SANDERS,			HAMILTON EASTER.

WILLIAM E. COALE, Treasurer.

The Savings Bank of Baltimore.

THE SAVINGS BANK OF BALTIMORE.

The Savings Bank of Baltimore was organized on the first day of January, 1818, and incorporated at December session, 1818, being the second of the kind formed in the United States.

The Bank is empowered to receive deposites of money and invest the same in public stocks, or other securities, and allow such interest as may be directed or provided by the By-Laws of the Corporation, the surplus profits to be divided every three years among the Depositors, as the Directors may think proper. The Depositors receive all the profits, there being no Stockholders.

Twenty-five Directors are chosen, annually, by the members of the Corporation, out of their own body.

The Directors have power to make such By-Laws, or other rules, as they may deem expedient. The Corporation is prohibited from issuing bills or notes in the nature of Bank Notes, and from lending any portion of the funds to a Director.

The object of this Institution was to encourage the laboring population, and all in moderate circumstances, to lay by something for the future, in the belief, that the habit of so doing would conduce, not merely to the better support of individuals, and families, but

promote their moral, as well as physical well being. It is well known to those who have observed the operation and effect of the Institution on the welfare of the community, that it has been the instrument of enabling many to become owners of their own dwellings, and that without involving the necessity of paying forfeits, or running into debt.

For several years the Bank was opened only one day in the week, when its business was conducted by the Directors in person, these being divided into committees, and performing a large part of the clerical labor. The increase however in the number of Depositors, and consequent increase of general business, has made it necessary to employ permanently, officers and clerks, and at this time the daily services of a President, a Treasurer, an Assistant Treasurer, and several Clerks, are required.

The Depositors, on the first day of January, 1878, numbered 28,635, and the funds amounted to $10,735,394.

The rate of interest paid to the Depositors annually is 4 per cent, and the extra dividends of surplus profits have made the whole interest distributed more than 6 per cent, as much as 7¼ per cent having been divided for the last six years to deposits of one year's standing.

The Bank is open daily, for the receipt and payment of deposits, and for the transaction of general business, from 10 to 1 o'clock.

OFFICERS.

ARCHIBALD STIRLING, President. **DAVID BALDWIN, Treasurer.**
SAM'L McDONALD RICHARDSON, Assistant Treasurer.

DIRECTORS.

ARCHIBALD STIRLING,	JOSEPH CUSHING, Jr.	AUSTIN JENKINS,
MICHAEL WARNER,	THOMAS C. JENKINS,	THOMAS M. SMITH,
CHAUNCEY BROOKS,	NICHOLAS POPPLEIN,	WILLIAM LAMPING,
DEXTER BARGAR,	SAMUEL KIRBY,	LAURENCE THOMSEN,
EDWARD KURTZ,	GEORGE S. BROWN,	CHRISTOPHER HINRICHS,
GALLOWAY CHESTON,	GEORGE N. EATON,	ENOCH PRATT,
WILLIAM McKIM,	THOMAS WHITRIDGE,	HENRY W. DRAKELY,
WILLIAM KENNEDY,	SOLOMON CORNER,	HENRY JAMES.
JAMES L. FISHER,		

THE FIRST NATIONAL BANK OF BALTIMORE,

No. 8 SOUTH GAY STREET.

Organized 1863. ***Capital, $1,110,000.***

DIRECTORS.

JOHNS HOPKINS,
WILLIAM J. ALBERT,
WILLIAM E. HOOPER,
THOMAS KELSO,
HORACE ABBOTT,
SAMUEL M. SHOEMAKER,
GEOGE SMALL,
J. SAURIN NORRIS,
THOMAS PEIRCE.

J. S. NORRIS, President. **THOMAS KELSO, Vice President.**
E. K. HOLTZMAN, Cashier.

The Eutaw Savings Bank of Baltimore

The Eutaw Savings Bank of Baltimore was formally organized by the corporators on the 16th April, 1847, by their acceptance of the Charter granted at the December session of the Maryland Legislature in 1846, and by the election of Directors and Officers.

At that time a number of public spirited and influential citizens interested in promoting the general welfare, considered that it was important to establish a Bank in the western part of the city for the purpose of benefitting widows and orphans, and that important portion of every large community, who desire the safe-keeping and profitable investment of their hard earned and careful savings.

The Bank was opened in a small room on Baltimore street, near Eutaw street, and for many years the services of its devoted President, the late Jesse Hunt, were given for an almost nominal salary, and the Institution was conducted upon the most economical system. At the end of 1848 its accumulated deposits and interest amounted to $52,895.31. In 1858, the business of the Bank had so much increased that it became necessary to erect a building suitable for its wants, and adapted for the proper care of the large amount of securities then in its keeping. The present building on the corner of Eutaw and Fayette streets was then occupied, and the popularity of the Bank continued yearly to increase.

The accumulated deposits and interest at the close of 1872 amounted to $4,197,901.96, and the number of depositors, having open accounts, to 11,585.

By its Charter, the Eutaw Savings Bank is prohibited from issuing any form of notes or bills for circulation, and its By-Laws provide that its investments shall be confined to the purchase of public securities, or to loans upon real estate, and such collaterals as the Board of Investment shall approve.

But in no instance has the discounting of commercial paper been authorized, the loans of the Bank being made only upon such securities as in fact represent the perpetuity and prosperity of the Nation and the State. Deposits are received in sums not less than one dollar, and interest is allowed thereon at the rate of 4 per cent. per annum. Every third year the surplus profits of the Bank are divided among the Depositors, thus increasing the actual interest on balances remaining on deposit for three years, to an average of from 6½ per cent. to 7 per cent. per annum.

OFFICERS.

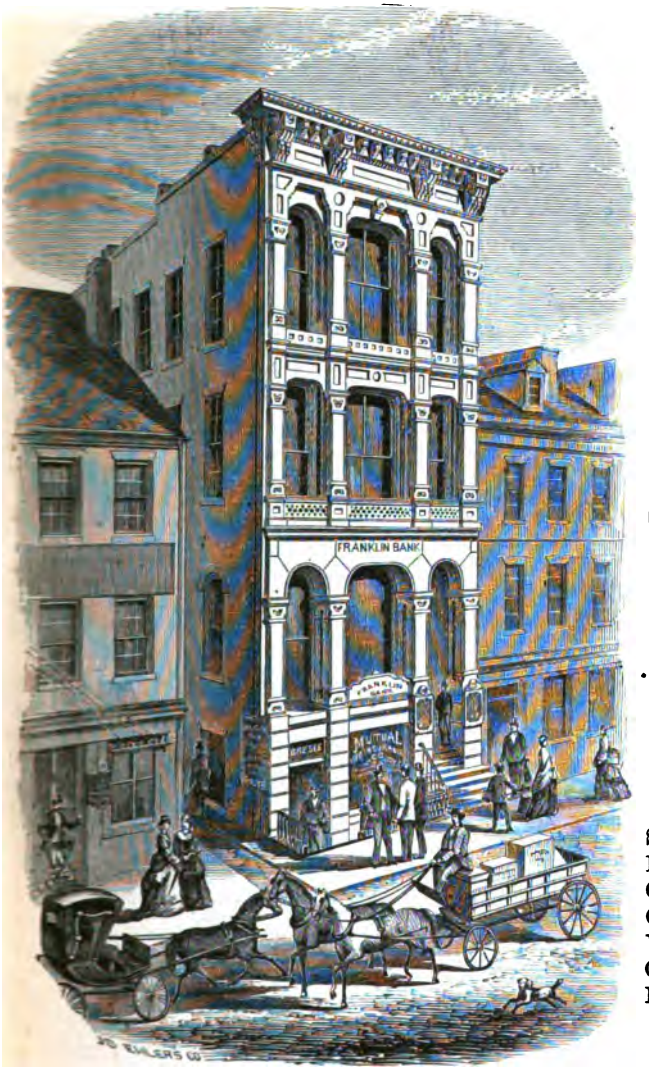
WM. F. BURNS, President. **ROBERT D. BROWN, Treasurer.**

DIRECTORS.

GEORGE BARTLETT,
WILLIAM H. PERKINS,
J. HARMAN BROWN,
AARON FENTON,
FRANCIS BURNS,
HENRY SNYDER,
WILLIAM J. RIEMAN,
SAM'L R. SMITH,
WILLIAM DEVRIES,
JAMES HARVEY,
N. G. PENNIMAN,
WILLIAM WILSON, JR.
ELISHA H. PERKINS,
ASA NEEDHAM,
WILLIAM F. BURNS,
MATTHEW B. CLARK,
JOHN L. WEEKS.
FRANCIS DAWES,
HY. R. LOUDERMAN,
JOHN CUSHING,
DANIEL M. THOMAS,
GEORGE P. THOMAS,
JOHN GREGG,
ALFRED JENKINS,
A. A. HACK,

FRANKLIN BANK,

CHARTERED 1810.



CAPITAL,

$626,750.00.

No. 15

South St.

OPPOSITE

German Street.

CHAS. J. BAKER,

President.

Chas. Goodwin,

Cashier.

DIRECTORS:

S. SPRIGG BELT,
ROBERT TURNER,
GEORGE SANDERS,
GERMAN H. HUNT,
WM. SEEMULLER,
CHARLES WEBB,
HUGH SISSON.

SAFE DEPOSIT VAULTS

Of STEEL and IRON,

For the Safe Keeping of Government and other Bonds, Securities or Valuables.

Western National Bank of Baltimore,

No. 14 Eutaw Street.

CHARTERED 1835. | CAPITAL - - - $500,000
SURPLUS - - - 170,000

CHAUNCEY BROOKS, President.
W. H. NORRIS, Cashier.

DIRECTORS:

CHAUNCEY BROOKS,	WM. G. POWER,
FRANCIS BURNS,	SAMUEL R. SMITH,
AARON FENTON,	WM. F. BURNS,
WM. BRIDGES,	MATTHEW B. CLARK,
GEORGE BARTLETT,	WALTER B. BROOKS,
JAMES HARVEY,	ROBERT GARRETT.

NATIONAL UNION BANK OF MARYLAND,

AT BALTIMORE.

CHARTERED 1804.

Reorganized as a National Bank 1865.

WM. W. TAYLOR, President.
R. MICKLE, Cashier.

Capital $1.258,725.

DIRECTORS:

WM. W. TAYLOR,	WM. WOODWARD,
JOHN STELLMAN,	LEWIS N. HOPKINS,
C. OLIVER O'DONNELL,	WM. A. WILLIAR,
CHARLES W. LORD,	A. FULLER CRANE,
GERARD H. REESE,	SAML. H. ADAMS,

THE

SAFE DEPOSIT COMPANY

OF BALTIMORE.

Authorized Capital, $500,000. Paid up, $200,000.

Chartered by Special Act of the Legislature of the State of Maryland, for the

SAFE-KEEPING OF VALUABLES,

UNDER GUARANTEE,

AND THE

Renting of SAFES in the BURGLAR-PROOF VAULTS

IN THEIR

NEW FIRE AND BURGLAR PROOF BUILDING,

SOUTH NEAR BALTIMORE STREET,

BALTIMORE.

THE COMPANY OFFERS FOR RENT, RENTER EXCLUSIVELY HOLDING THE KEY, SAFES INSIDE ITS BURGLAR-PROOF VAULTS, AT **10, 15, 20, 25, 30, 35, 40** AND **60 DOLLARS** PER ANNUM, ACCORDING TO SIZE AND LOCATION.

GUARANTEE RATES.

Government and all other Coupon Securities, $1,00 per $1,000 for one year.
Government and all other Securities, negotiable only by endorsement, 50 cts. per $1,000 for one year.
Silver Plate $1.00 per $100 for one year.
Deeds, Mortgages, Valuable Papers generally, when of no fixed value, $1.00 a year each, or according to bulk.
Wills, $5.00, which premium covers the remainder of the life of the maker.

COUPONS AND INTEREST

WILL BE COLLECTED WHEN DESIRED, AND REMITTED TO THE OWNER.

DIRECTORS.

B. F. NEWCOMER,
ROBERT LEHR,
S. M. SHOEMAKER,
H. S. SHRYOCK,
FRANCIS T. KING,
C. OLIVER O'DONNELL,
WM. T. WALTERS.

B. F. NEWCOMER, President.
ROBERT LEHR, Vice President. W. A. WISONG, Sec. and Treas.

BANKING HOUSE
OF
JOHN A. HAMBLETON & CO.

No. 20 SOUTH STREET, BALTIMORE.

TRANSACT A GENERAL BANKING BUSINESS.
RECEIVE ACCOUNTS of BANKS, BANKERS, CORPORATIONS and INDIVIDUALS,
NEGOTIATE LOANS and make advances on approved Collaterals.
BUY and SELL, on commission, all descriptions of Stocks, Bonds, and Securities.
MAKE COLLECTIONS and remit promptly on day of payment.

ALEXANDER BROWN & SONS,

ORGANIZED 1811,

153 Baltimore Street.

BILLS OF EXCHANGE ON GREAT BRITAIN AND IRELAND.
COMMERCIAL AND TRAVELLING CREDIT ISSUED, available in any part of the world.
TELEGRAPHIC TRANSFERS OF MONEY made to and from London and Liverpool.
ADVANCES MADE ON COTTON AND OTHER PRODUCE.

JAMES G. WILSON. F. M. COLSTON. WM. B. WILSON.

WILSON, COLSTON & CO.

BANKERS & BROKERS,

Southern Securities a Specialty.

134 W. BALTIMORE STREET.

LANCASTER & CO.
RICHMOND, VA.

LANCASTER, BROWN & CO.
NEW YORK.

BROWN, LANCASTER & CO.

BANKERS AND BROKERS,

No. 8 RIALTO BUILDING,

SECOND STREET,

BALTIMORE.

Isaac L. Nicholson.
Isaac F. Nicholson.

Edwin C. Nicholson.
Albert W. Nicholson.

NICHOLSON & CO.

BANKERS,

Established 1832. BALTIMORE,

CORNER BALTIMORE AND NORTH STREETS,

Receive Deposit Accounts, make Collections, and Buy and Sell all kinds of Stocks and Bonds on the most favorable terms.

JOHNSTON BROTHERS & CO.

BANKERS,

198 BALTIMORE STREET,

BALTIMORE.

Transact a General Banking Business,

Receive Deposits, subject to Sight Check,

Loan Money---Make Collections,

Buy and Sell Bonds and Stocks, on commission,

in all the markets,

Negotiate Railway and other Loans,

Draw Sterling Exchange and Francs, in sums

to suit.

McKIM & CO.
BANKERS,
CORNER BALTIMORE AND ST. PAUL STREETS,

Transact a General Banking Business, and Buy and Sell STOCKS, BONDS, GOLD, &c., on Commission, in this and other markets.
FIRST-CLASS SECURITIES offered at all times to those having funds to invest.
Particular attention given to COLLECTION OF COMMERCIAL PAPER, and returns made on day of payment.
Deposits received subject to Sight Checks, the same as on Banks, and INTEREST ALLOWED under special agreement.

Sterling Bills of Exchange drawn in sums to suit.

ROBERT GARRETT & SONS,
7 South Street,
BALTIMORE,

Make advances on approved Collaterals.
Deal in Sterling Exchange.
Allow Interest on Deposits. Make Collections.
Negotiate Railway and other Loans and Commercial Paper.
Buy and Sell Stocks and Bonds on Commission.

WM. FISHER & SONS,
BANKERS,
STOCK AND NOTE BROKERS
South Street, opposite Second Street,

BALTIMORE,

Buy and Sell STOCKS, BONDS, &c., *in this and the* EASTERN *and* SOUTHERN *markets on* COMMISSION *or on* DIRECT OFFERINGS, *by telegram or letter.*
STOCKS AND BONDS CARRIED *for any length of time on* MARGIN.
MONEY ADVANCED *on Collateral Security.* DEPOSITS *received subject to* CHECK, *and* INTEREST *allowed.*
Correspondence solicited and detailed information cheerfully given.

ORGANIZED 1828.

Exchange and Deposit Bank.

J. J. NICHOLSON & SONS,

No. 284 Baltimore Street,

BETWEEN HANOVER AND SHARP STREETS,

Personal attention given to the SALE OR PURCHASE of all kinds of

STOCKS AND BONDS.

Buy Commercial Paper,
Make Collections Promptly,
Loan on Collaterals,
Receive Deposits,
Discount Daily,

Issue CERTIFICATES OF DEPOSIT bearing Interest.

Pay Advanced Prices for LAND WARRANTS.

J. J. NICHOLSON. CHAS. G. NICHOLSON. J. H. R. NICHOLSON. ANDW. J. NICHOLSON.

CLABAUGH, NELSON & CO.

BANKERS,

Buy and Sell Stocks, Bonds, Gold and Governments on Commission.

Special attention given to the Negotiation of Commercial Paper.

No. 144 West Baltimore Street, Baltimore.

INTEREST ALLOWED ON DEPOSITS.

FRANCIS B. LONEY,

N. W. corner Holliday and Second Streets, in Basement.

SPECIALTY:

COMMERCIAL PAPER NEGOTIATED.

Investment Securities of every kind Bought, Sold & Exchanged.

Investors can frequently save themselves from loss and INCREASE THEIR INCOMES by consulting as to CHANGING their Securities.

ALL SUBSCRIPTION BONDS on this or the New York market furnished on the most favorable terms.

The National Bank of Baltimore,

CORNER OF SAINT PAUL AND BALTIMORE STREETS.

Chartered by State of Maryland 1796. Organized as a National Bank 1865.

CAPITAL, $1,210,700.

HENRY A. THOMPSON, President. J. THOMAS SMITH, Cashier.

DIRECTORS.

HENRY A. THOMPSON, THOMAS M. SMITH,
WILLIAM KENNEDY, C. MORTON STEWART,
DAVID S. WILSON, ALEX'R F. MURDOCH,
BOUDINOT S. LONEY.

Executive Officers since its Organization in 1796.

PRESIDENT.			CASHIER.		
GEORGE SALMON,	Elected	1796	JAMES COX, -	Elected	1796
WILLIAM WILSON,	"	1807	C. C. JAMISON, -	"	1841
JOHN STRICKER,	"	1824	PATRICK GIBSON;	"	1853
WILLIAM LORMAN,	"	1825	J. THOMAS SMITH,	"	1863
JAMES H. McCULLOH,	"	1841			
C. C. JAMISON,	"	1853			
HENRY A. THOMPSON,	"	1863			

THE

Central National Bank of Baltimore.

ORGANIZED 1871. CASH CAPITAL, $200,000.

U. S. GOVERNMENT AND U. S. COURT DEPOSITORY.

No. 5 South Street,

BALTIMORE.

JAMES O'CONNOR, President. CHAS. H. PITTS, Asst. Cashier.

DIRECTORS.

JAMES O'CONNOR, EDWARD M. HARDY,
ISAAC BROOKS, JR., EDWARD G. McDOWELL,
GEN. JESSE LAZEAR.

THE

MERCHANTS' NATIONAL BANK

OF BALTIMORE.

CAPITAL, - $1,500,000.

DIVIDENDS PAYABLE JANUARY AND JULY.

JOHNS HOPKINS, President.
DAVID A. JONES, Cashier.

DIRECTORS.

JOHNS HOPKINS, ALEXANDER H. STUMP,
WILLIAM H. GRAHAM, JOHN M. OREM,
HORATIO L. WHITRIDGE, WILLIAM H. BALDWIN, JR.
ROBERT A. FISHER.

GEO. WM. BROWN. F. W. BRUNE. STEWART BROWN. ARTHUR GEO. BROWN.

BROWN & BRUNE,

ATTORNEYS AND COUNSELLORS AT LAW,

No. 40 ST. PAUL STREET.

J. MORRISON HARRIS,

ATTORNEY AND COUNSELLOR AT LAW,

LAW BUILDING,
BALTIMORE.

SLINGLUFF & SLINGLUFF,

Attorneys at Law,

BALTIMORE AND TOWSONTOWN.

C. BOHN SLINGLUFF, Towsontown.
FIELDER C. SLINGLUFF, 48½ St. Paul Street, Baltimore.

JAMES W. DENNY,

Attorney at Law,

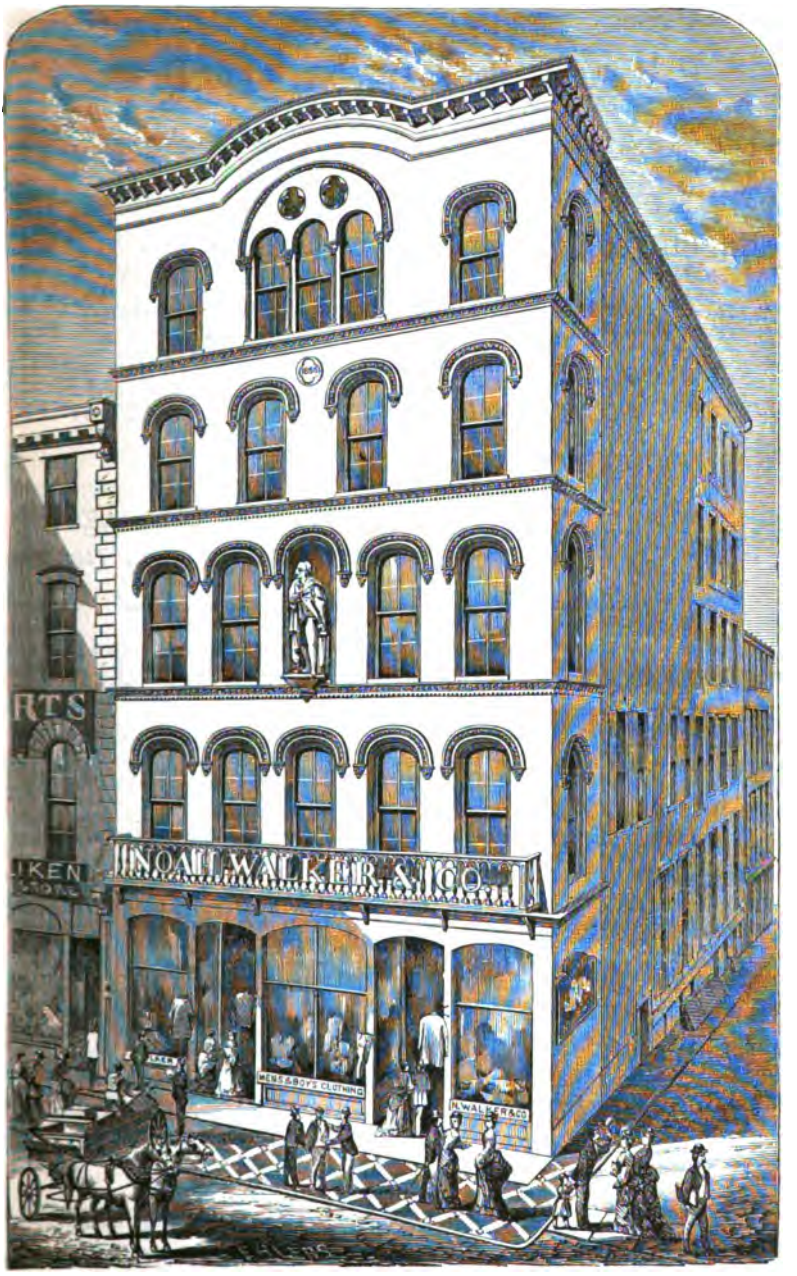
No. 31 ST. PAUL STREET, BALTIMORE.

Practices in all the Courts of the State. Special attention given to the collection of claims in all the States of the Union.

NOAH WALKER. S. HAMILTON CAUGHEY. N. W. CAUGHEY.

NOAH WALKER & CO.

CLOTHIERS.



165 & 167 W. BALTIMORE STREET.

WASHINGTON BUILDINGS.

North German Lloyd Steamship Line

BETWEEN

Baltimore, Southampton and Bremen.

The magnificent new A1 Iron Mail Steam Ships

BALTIMORE, -	2,500 Tons,	BERLIN, - -	2,500 Tons,
OHIO, - - -	2,500 "	LEIPZIG, - -	2,500 "
BRAUNSCHWEIG,	3,000 "	NURNBERG, -	3,000 "

Run regularly between the above Ports, as follows:

FROM BREMEN EVERY ALTERNATE TUESDAY,
" SOUTHAMPTON " FRIDAY,
" BALTIMORE " SATURDAY.

For Freight or Passage apply to

A. SCHUMACHER & CO., Agents,
9 South Charles St., Baltimore.

ALLAN STEAM SHIP LINE

BETWEEN

Baltimore, Halifax, St. Johns, N. F., Queenstown & Liverpool.

The magnificent A1 Iron Mail Steam Ships

HIBERNIAN, - -	3,500 Tons,	MORAVIAN, - -	2,700 Tons,
CASPIAN, - -	3,200 "	PERUVIAN, -	2,600 "
MANITOBAN, - -	3,000 "	NOVA SCOTIAN, -	2,300 "
AUSTRIAN, -	2,700 "	CORINTHIAN, -	2,000 "
NESTORIAN, - -	2,700 "	NORTH AMERICAN,	2,000 "

Run regularly between the above Ports, as follows:

FROM LIVERPOOL EVERY ALTERNATE TUESDAY,
" BALTIMORE " WEDNESDAY.

For Freight or Passage apply to

A. SCHUMACHER & CO., Agents,
9 South Charles St., Baltimore.

Boston Steamship Company

BOSTON AND PROVIDENCE.

STEAMERS:

GEORGE APPOLD,
WM. LAURENCE,
BLACKSTONE,
JOHNS HOPKINS,
WM. CRANE,
McCLELLAN,
WM. KENNEDY.

The above elegant and commodious Steamers will sail Tri-Weekly from Baltimore for Boston and Providence via Norfolk.

Fare to Boston, including Meals and State-Room, $15.
" Providence, " " " 12.

Capacity of the seven Steamers 100,000 *bbls.* *Tonnage* 1,000 *to* 1,800 *tons each.*

For Freight or Passage apply on Board, or to

A. L. HUGGINS,
Boston Wharf, Foot of Long Dock.

THE BALTIMORE STEAM PACKET COMPANY

STEAMERS

LOUISIANA, GEO. LEARY, ADELAIDE, TRANSIT, ROANOKE, SEABOARD.

Through Passenger and Freight Line, in connection with the Seaboard and Roanoke Railroad at Portsmouth, and with the Atlantic, Mississippi and Ohio Railroad at Norfolk,

FOR THE SOUTH AND SOUTH-WEST.

Through Tickets and Baggage Checks and Through Bills of Lading for Freight to all points South and South-West. MAIL STEAMERS leave daily (Sundays excepted) at 4 P. M. FREIGHT dispatched twice daily. Passengers by this line enjoy a night's rest, unsurpassed State-Room and Saloon accommodations and an excellent Table, and connect with Fast Express Trains, making this the most agreeable route to the South.

Baggage Checked from Hotels and Residences by application at No. 154 W. Baltimore Street.

EMMET BROWN, General Ticket Agent.

THOMAS E. DELL. THEODORE KNAPP.

DELL, KNAPP & CO.

STEAM BOOKBINDERY,

94 West Fayette St., bet. Charles & Liberty, BALTIMORE.

Bindings in Roxburg, Oxford, Turkey, Calf, Antique, Russia, Muslin, &c. Also, Fancy, Law and Music. Whole Editions of Books Bound in every style.

AT LOWEST PRICES AND WITH DESPATCH.

THOS. E. DELL & SON,

BLANK BOOK MANUFACTURERS AND BOOK BINDERS,

OVER NO. 6 N. HOWARD STREET, BALTIMORE.

EDUCATE YOUR SONS.

"Teach them that which they will Practice when they become Men.

THE BRYANT, STRATTON & SADLER

Business College.

Nos. 6 & 8 N. CHARLES STREET,
BALTIMORE.

Organized and devoted entirely to preparing

YOUNG GENTLEMEN

To become thorough

Practical Accountants

AND

Successful Business Men.

THERE ARE NO VACATIONS.

STUDENTS CAN ENTER AT ANY TIME.

Night Session commences Oct. 1, 1873,

And continues in session until April 1, 1874.

The Business Department of this Institution is most thorough and practical. Consignments of Merchandise are daily received and Shipments made. Exchange Bought and Sold. Drafts and Collections upon all the principal cities of the United States and Canadas. The public are invited to call and examine the workings of the College, which will convince the most skeptical of the importance of young men attending our institution. For College Documents, address

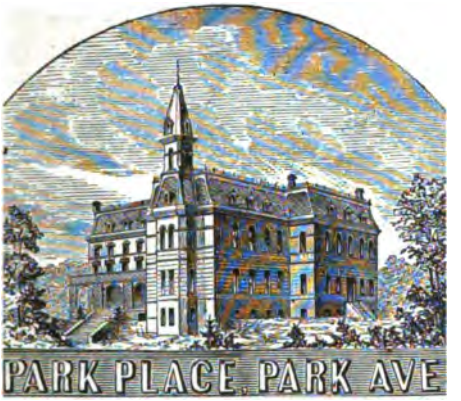
W. H. SADLER, President,
Nos. 6 & 8 N. Charles Street,
BALTIMORE.

PEMBROKE SCHOOL FOR BOYS & YOUNG MEN

PROF. JAS. C. KINEAR, A. M., PRINCIPAL.

For further particulars see page 175.

Baltimore Female College



THIS Seminary of learning, instituted for the liberal education of young ladies, was incorporated in 1849, with authority to confer degrees, and was liberally endowed by the State of Maryland in 1860.

There are two departments of instruction, the PREPARATORY DEPARTMENT, for young misses, and the COLLEGIATE DEPARTMENT, for young ladies. In the latter are conferred the degrees of BACCALAUREA LITERARUM, BACCALAUREA ARTIUM, and MAGISTRA ARTIUM.

Among its educational facilities the College has a well-selected library of 3,750 volumes, chemical and philosophical apparatus, including a good telescope, presented by GEO. W. CHILDS, Esq., of Philadelphia, a painting gallery, and cabinets of minerals, coins, medals and copies of antique gems.

In a few months the College will be removed to Park Place, at the intersection of Park and North avenues, where extensive buildings are being erected for its accommodation. These are beautifully situated in a grove on a lofty eminence that commands a view of the country around, of the city, and the river and bay for many miles. There are shady walks for exercise, and various arrangements will be made for recreation and amusement, which, with pure refreshing breezes from the adjacent country, will render it both healthy and attractive to the pupils. The buildings will embrace all the modern improvements for heating and ventilation, and will have study, recitation, and music rooms, separate, with every convenience for boarding and day pupils.

FACULTY OF INSTRUCTION.

Prof. N. C. BROOKS, LL.D., *An. Languages.*
Prof. W. C. ROBINSON, A.M., *Mathem'cs, &c.*
Prof. FELIX AUCAIGNE, *French.*
Prof. A. J. VOLCK, *Painting.*
Prof. C. GOLA, *Piano and Singing.*
Miss LUELLA KELLY, *Belles-Lettres.*
Miss FANNIE E. JESSIE, *Mathematics.*
Miss L. A. MADDOX, *Vocal Music.*
Mrs. E. A. POLSTER, *Piano and Guitar.*
Miss EMMA POLSTER, *Piano.*

For catalogues containing full information as to regulations, tuition, boarding, &c.

Address

N. C. BROOKS, LL.D., President.

Southern Home School,

Established 1842.

MR. & MRS. WILSON M. CARY, } PRINCIPALS.
MRS. GEN. JOHN PEGRAM, }

197 & 199 N. Charles Street,

Two squares distant from the Washington Monument. BALTIMORE.

Cooperage Stores.

PREVIOUS to the war the business in Cooperage could not be called extensive, but since 1861 it has been constantly increasing in this City. A large proportion of the Oil, Pork, Syrup, Beef and Whiskey Barrels used in this and neighboring cities is made here of materials from West Virginia and Pennsylvania. Whiskey, Pork and Lard Tierces are shipped to Eastern cities in large quantities. Flour and Sugar Barrels, made of materials from Ohio and Michigan, are consumed principally by the mills and refineries in this vicinity. The demand for these articles keeps in constant operation four factories, besides a number of smaller establishments which employ from 800 to 1,000 operatives. One single House in our City aggregated more than $600,000 in its business during the past year. Barrels are sent in large quantities to Wilmington, N. C., and other Southern ports for the shipment of Turpentine. Cooperage for the West Indies is largely exported from Baltimore. During 1872, 300,000 Shooks, and upwards of 2,000,000 Hoops were shipped to those Islands and South American ports, and considerable demand has sprung up for Molasses Shooks and Hogsheads from the Eastern cities. They are made in the mountains of Pennsylvania and West Virginia for Houses in this City, and are brought here over the different railways. The Trade is rapidly increasing and the facilities possessed by Baltimore preclude a diminution in the future.

KIMBALL, SHAFFAR & CO.

MANUFACTURERS OF

Flour, Sugar and Tight Barrels,

AND DEALERS IN COOPERAGE STOCK.

ALSO,

PROPRIETORS STEAM BARREL FACTORIES,

PENNSBORO, W. VA., AND BALTIMORE, MD.

Office Corner Canton and Central Avenues,

BALTIMORE.

Capacity, Tight Barrels.....100,000 per annum.
" Slack " .....500,000 "

CHOICE LOTS FOR SUBURBAN RESIDENCES,

On Graded Avenues, 66 feet wide,

FOR SALE OR LEASE AT HIGHLAND PARK.

Gas, Water and Two Lines of Passenger Railroads.

Apply to CLENDINEN & WILSON,

Attorneys at Law, No. 54 Lexington St., cor. Charles St.

[From the *Baltimore Saturday Night* of May 3, 1878.]

SUBURBAN IMPROVEMENTS—HIGHLAND PARK.

It is questionable if there is any city within the United States surpassing Baltimore in her suburban advantages. This is not only the opinion of our own citizens, but it has been freely and frequently expressed by visitors (strangers) from almost every part of the world. Having been ourselves residents of Baltimore for many years, and noticed with especial interest her expansion into the surrounding country, particularly in northerly, northwesterly, westerly and easterly directions, we are not surprised, considering all these inducements, but gratified that such should have been the case.

There is, indeed, scarcely a limit to our growth as a centralizing and radiating commercial metropolis. It is only surprising these suburban attractions were not long ago more thoroughly appreciated and availed of. Fortunes were lying in them comparatively dormant equal to gold mines, waiting only development through energy and enterprise to insure actual realization. Fortunately, however, for a considerable number of our citizens, they had forecast sufficient to see what was in the future, and boldness enough to embrace opportunities thus offered. By so doing some have already become millionaires, and others are on the easy road to fortune. Scarcely an instance can be recalled within the past twenty-five, thirty or more years, where investments were made either in improved or unimproved property, bordering inside upon the city limits or outside her boundaries, extending far out into Baltimore County, that it did not rapidly—almost fabulously—advance substantially in value, making fortunate purchasers rich. The fact is—has been over and over again practically demonstrated—that fortunes, to a greater or less extent, have been more rapidly, surely, and more easily accumulated in this way than by any other means. It is free from all risk, and time, without labor, care or anxiety, adds value to such investments with each passing month and year. Numerous instances, surprising in themselves, could be adduced to prove what we assert. Many of our friends, we gladly know, have thus been successful. We could, if necessary, name them by scores, and trace their successes almost exclusiuely to speculations of the sort here mentioned.

It is evident that the increased and increasing population of Baltimore, the inevitable tendency of trade and business towards her existing limits, must in time disagreeably encroach upon present resident localities. This being the case, persons will gradually feel inclined to locate farther out, as many are now doing, choosing country villas as more agreeable. Within our own recollection this principle has realized most positive verification. Beautiful little towns and elegant villas—magnificent improvements indeed—have gone up where not long ago farms, barren fields, hunting grounds and unsightly prospects were only visible.

We might present numerous instances in proof of what is above asserted, but at present refer more especially to one as an example, challenging emulation. It is the enterprise of Messrs. Thomas R. Clendinen and Charles G. Wilson, representatives of the Chesapeake Land and Loan Company, the Franklin Land and Loan Company, and the Lexington Savings Bank and Loan Company, who. by their enterprise, their young active energy are accomplishing, and about to accomplish, improvements similar to those now existing within the vicinities of Boston, New York, Philadelphia, Chicago, and other large cities. It requires just such gentlemen, with quick forecast, expansive, liberal views, who have stepped far outside the confines of antiquarian notions, to see, appreciate, and outwork enterprises like those in which they have embarked. Baltimore needs more of them to insure her progress in every respect, and we hope the time is not distant when she can realize their presence, come from where they may.

The locality to which we here refer, and the scene of operations embarked in by these gentlemen, is only one mile from Baltimore, known as "Highland Park." It is a magnificent estate of 144 acres rolling land, superbly wooded and watered, rising to an elevation of about 500 feet above tide, on the Liberty or Windsor Mill road, reached by the Baltimore,

Calverton and Powhatan railroad, which leaves our city at the head of Baltimore street, and by the Baltimore and Randallstown railway, running from Pennsylvania avenue and Baker street. The first named road skirts along the western front of the property a distance of more than 4,000 feet, and the last through the centre of the park 4,500 feet. The entire park has been laid out in lots twenty-five feet front, with a depth of 160 feet. Parties desiring to purchase, lease or improve, can procure one or more lots adjoining on advantageous terms. It is the object of the holders to offer such inducements as will meet a ready response.

This is the most extensive, complete, and inviting suburban improvement of its kind ever undertaken within Baltimore's vicinity, and promises great success. The first spade was struck 29th August, 1872, and now, less than nine months, some 12,000 feet of avenues sixty-six feet wide have been graded, planted with silver and sugar maples, white poplar and other trees. Gas works capable of supplying as large a quantity as is used in Hagerstown have been erected, and a dozen handsome villas, varying in value from $6,000 to $12,000, have been built, each of different design and style of architecture. All are furnished throughout with modern conveniences of gas, water, baths, ranges, furnaces, marble mantles, etc. They are substantial, airy, well ventilated, well lighted, commodious, elegantly ornamented, and finished in a superior style. Each one is advantageously located. The plan of the park, as also that of the building operations, is admirable.

ESTABLISHED 1850.

THE LEADING

PRINTING

ESTABLISHMENT

IN

BALTIMORE.

INNES & COMPANY

ADAMS EXPRESS BUILDING,

164

BALTIMORE STREET, BALTIMORE.

A. L. INNES, JR.
J. NEWTON GREGG.

Wm. Knabe & Co.

PIANO-FORTE MANUFACTURERS,

Ware-Rooms, No. 350 West Baltimore Street, Baltimore.

112 FIFTH AVENUE, NEW YORK CITY.

CANTON.

THE Canton Company, by reason of its varied and extensive powers as a Corporation, its wonderful development and its future prospects, is entitled to special mention in any article professing to give a history of the resources of Baltimore City. The Company was organized in 1828, under a charter granted by the State of Maryland, giving the Corporation the right to hold land to the extent of ten thousand acres, and, to use the language of the fourth section of the Act itself, "to improve in such manner as may be conformable to the laws of the State, any lands which shall belong to said Company, by laying out streets, &c., in the vicinity of Baltimore on or near navigable water, and erecting and constructing wharves, slips, workshops, factories, stores, dwellings and such other buildings and improvements as may be deemed necessary, ornamental and convenient."

Forty-five years ago this Company commenced operations. At the moment the community was not ripe for an enterprize which comprehended within its scope such vast improvements and that was likely in its developments to exceed any organization of a similar character in the country. Able and energetic men connected themselves with the Corporation; persons whose foreknowledge looked beyond the mere hour and its necessities and saw in the struggles of the youthful City the elements of a great emporium; men who discovered in Baltimore at that early period the materials for future growth, and a destiny not dreamed of in the most sanguine imaginings of her very worthy but somewhat sluggish citizens. Their enterprize and energy have already reaped for them golden rewards, scarcely comparable, however, with those which await them in the future.

Contrary to the general law which has obtained in the development of cities, (which usually leads them to spread in the direction of the West and Northwest,) Baltimore at an early period exhibited a capacity for, and a tendency to, expansion in the East certainly equal to that observable in either of the other sections. The spirit, too, which had originally created distinct towns on the opposite side of Jones' Falls was still at work, and the rivalry thus established was entirely favorable to the growth of the City as a whole.

The topographical features of the eastern section were similar to those in the west and northwest. A beautifully undulating country offered to builders and those in search of residences, eligible sites in either locality, and Canton in the east possessed the additional advantage of a magnificent expanse of water front, the natural haven of the shipping, and with accommodations ample for an almost indefinite increase of commerce. The Canton Company were not slow to avail themselves of these advantages. They bought lands and water-fronts and erected houses.

There came a period of stagnation. The enterprize languished, and the hopes of its well-wishers were dampened. Some imagined that the foreshadowings of Baltimore's future greatness were illusory, others that the opportunity had not yet presented itself, and that its founders had better await a more convenient season. The corporators were undismayed. New and vigorous elements were introduced into the management. Land in and about Canton was purchased whenever thrown upon the market—wharves were constructed—factories and warehouses built—streets were laid out, graded, and paved, until a vast extent of waste common was transformed into a busy and prosperous City. The community, slow to realize improvement in any shape, began to be attracted by this thriving seat of factories, dwellings and commercial enterprizes which appeared to have sprung from the very bowels of the earth.

They at length discovered that a great work had been quietly accomplished in their midst, but not before capitalists from a distance had been interested by the sturdy determination of the Canton Company, and after a careful examination of the progress and design of the work, these latter did not hesitate to embark in it their capital. The stock of the Company appreciated rapidly, and after a series of years the foresight of its projectors was abundantly rewarded and their judgment completely vindicated.

To-day the Canton Company owns 2,800 acres of land, comprising 18,000 building lots—laid out 20 by 100 feet—many of them binding on streets graded and paved, with water and gas convenient, part within the city limits and part without, in Baltimore County, on shelled roads or streets; also a wharf property and water front of 20,000 feet, with a depth of water from 16 to 26 feet.

The following is a list of factories and industrial enterprizes in active operation on the Company's grounds, together with the number of hands employed in each:

	No.	*Hands.*
12	Oyster and Fruit Packing Houses,	2,500
1	Stone Cutting Yard	60
2	Stove and Hollow Ware Foundries	200
1	Sugar Refinery	40
1	Fruit and Oyster Can Factory	60
1	Rolling Mill	1,000
1	Axe Handle Factory	50
1	Dredging Company	100
1	Transfer Company	
2	Chemical Works	
1	Car Wheel Foundry	250
7	Brick Yards	2,000
2	Steam Saw Mills	40
1	Agricultural Work	30
1	Sash Factory and Planing Mill	25
1	White Lead Work, (just started)	
3	Iron Smelting Furnaces	150
1	Copper Smelting Furnace	250
1	Bridge Builder and Machinist	160
3	Distilleries	
8	Coal Oil Refineries, (with capacity for refining 5,000 bbls. per week)	75
6	Lager Beer Breweries	60
1	Packing Box Factory	10
1	Ship Yard	
4	Fertilizing Manufactories	45
3	Lime Burners	30
1	Cotton Batting Factory	20
1	Furniture and Wooden Ware Fac'y	300

NOTE.—In an article in another part of this volume the Canton Company was unintentionally mentioned, in enumerating the extent of the manufacture of Bricks in the city. This was an error. Without the mention of the Brick-Yards at Canton, the summing up on page 248 will be correct.

A number of enterprises have been established since the foregoing statistics were compiled, and the employees and residents have vastly increased during the last twelve months. The establishment of transatlantic steam-lines, the increasing trade of great rail road corporations with termini in this City, and the proposed construction of others have created a pressing demand for shipping facilities. Our rapidly increasing commercial marine needs much more extensive accommodation than the upper harbor of Baltimore, or even Locust Point, can furnish. In this emergency the attention of the public has naturally been directed to the Canton Company for relief. The Company have proved themselves equal to the exigency. An increased energy has been displayed in the construction of wharves, while immense numbers of piles have been driven for any necessity that may arise in the future. Preparations have been made for the accommodation of all the rail road corporations, which will afford ample facilities for an indefinite augmentation of the trade of Baltimore, and temporary measures have been adopted for immediate and pressing demands.

The Union Rail Road, recently completed, a work of great magnitude, was projected mainly under the auspices of the Canton Company. It consists for the most part of a Tunnel, constructed at heavy cost through a treacherous soil at a depth in some places of 65 feet below the surface, and finished in the most substantial manner. In addition to the long desired outlet it affords to tide-water, it constitutes a most important link in the great highway between the Metropolis and the Capitol of the nation.—This corporation was chartered to build a rail road around the City to connect roads centering here or passing through, and to obviate the delay and inconvenience of travel by horse-power through the streets of the City. The Canton Company subscribed for most of the Stock of the road, and endorsed the bonds of the Company to an extent sufficient to defray the expense of its construction.

CLAY CUTTING, UNION RAIL ROAD TUNNEL

Under a section of its charter, all the railroads passing through Baltimore are entitled to its use at a certain fixed valuation per mile. The Northern Central, the Baltimore and Potomac, the Western Maryland, and the Philadelphia, Wilmington and Baltimore will immediately avail themselves of this provision. The first named is now negotiating for 1,700 feet of

water-front, sufficient to accommodate more than its present trade. The Baltimore and Ohio Rail Road Company has also obtained a crossing from their property on Locust Point, by which, the cost of transfer of Cumberland coal is reduced to 20 cents per ton, and thousands of tons are already passing over.

Negotiations are pending for the incorporation of a Company to build elevators of a capacity sufficient for any quantity of grain. Trestle works and transfers are already constructed by which grain, coal and produce generally, may be transferred from cars to shipboard, at the smallest possible expense. Arrangements are now being perfected for the extension of the Western Maryland Rail Road, by a route the shortest yet found to Pittsburg, the Lakes, the bituminous and gas-coal fields and coal oil regions.

The brick yards are to be removed to remote portions of the Company's land that the whole property adjacent to the four miles of water-front may be developed—in fact everything is being done that a careful foresight can suggest for the most liberal accommodation of trade that is already centering at Canton. Several enterprising New York Capitalists have been added recently to the Directors, and the Board is at present composed as follows:

Chas. J. Baker, George S. Brown, Charles Weber, Wm. G. Harrison, and S. Sprigg Belt, of Baltimore, and James H. Banker, Wm. Mertens, Wm. Butler Duncan and Samuel L. M. Barlow, of New York.

The influence exerted by the Canton Company is to be seen not only on their own grounds but through the entire Eastern section of the City, and the rate of improvement in the latter quarter is at present quite as great as in any other portion of Baltimore. The extension of Patterson Park, whence the finest views of the City and harbor, with their surroundings may be obtained, invites the erection of the handsomest residences, and enterprising builders are availing themselves of the opportunities thus presented. A feature of the Company's work and to which much of their success may be attributed is the fact that they are always ready to extend a helping hand to energetic mechanics or business men. Those desirous of prosecuting a certain business who do not possess the adequate capital nor machinery, have but to show their capacity and energy to be assisted.

The future of the Canton Company can be readily foretold, but how rapid will be its development, and how extensive its usefulness to the City of Baltimore, it is impossible to predicate from any data at present in our possession. The anthracite coal from Pennsylvania will seek here a depot, and an outlet by hundreds of thousands of tons,—the bituminous and gas-coals will pour into Canton in quantities of which the present receipts give but a feeble idea, while the facilities for shipment, indefinite in extent and of such easy accessibility throughout the entire year, leave no room for doubt that it will rival, if it does not supass all other marts for the exportation of coal in this country.

The rail roads centering here drain an immense extent of fertile country and will pour into Canton the great grain products of Maryland, Pennsylva-

nia, Virginia, and a large share of the produce of the vast plains of the West, and the elevators to be erected will constitute it the most accessible spot for the shipment of grain on the Atlantic seaboard—but it is as a manufacturing center that Canton will be especially useful to Baltimore. The number of factories already established is but an earnest of its future development in this regard and the inducements held out by the Company, the moderate rents, the cheapness of living in Baltimore, and the character of the men who comprise the Board of Directors, substantial, high-toned and able to accomplish what they promise, all point to Canton as the future manufacturing center of the seaboard.

BALTIMORE AND OHIO RAIL ROAD.

CHARLES CARROLL of Carrollton, the last surviving signer of the Declaration of Independence, laid the corner-stone of the Baltimore and Ohio Rail Road on the 4th of July, 1828. The character of this illustrious man has shed its influence upon this great work from that hour. A long list of Presidents, whose judgments have been surpassed only by their integrity, and successive Boards of Directors with foresight and enterprise, tempered with prudence, have given tone to the Corporation in the past, and have brought the undertaking to a conclusion so eminently successful as to challenge the admiration of thinking men both at home and abroad.

When we consider that the Baltimore and Ohio Rail Road was the first *road* of that nature projected in this country, it is easy to imagine the difficulties attending its construction. From the very novelty of the undertaking, many untried problems had necessarily to be solved or their impracticability demonstrated. During the first few years of its existence these efforts to discover the best and most economical modes of construction, without precedents, and with the comparatively limited scientific acquirements of those days, presented obstacles by the side of which the trials of modern engineering shrink into insignificance and the solution of which has facilitated the construction of many similar works in America. But the perplexities encountered in building the road were slight in comparison with the financial difficulties which beset the Company until the road was completed to the Ohio river on the 1st of January, 1853. The opening to Wheeling, a distance of 379 miles, was attended with special ceremonies and really marked an era in the history of railway enterprise. Vast mountains had been tunneled, valleys filled up, and rivers spanned to admit the passage of the locomotive, and vexed questions in engineering set at rest forever. A country abounding in

mineral wealth and fertile plains, which needed but the hand of the husbandman to "blossom as the rose," was opened up to civilization and made tributary to Baltimore; a traffic was begun in Coal which has since then developed into gigantic proportions—millions of tons passing over the road annually, and a line of intercourse established with the great West that gave an impetus to emigration, and has since added greatly to the trade and commerce of our City.

Mr. John W. Garrett, of the firm of Robert Garrett & Sons of this City, accepted the Presidency of this road in 1858. Financial difficulties had embarrassed its operations for some years prior to 1856. Mr. Garrett was first induced to interest himself in its affairs about 1857, and very soon thereafter the good influence of his wise counsels became apparent in its management, but an immediate and palpable change became manifest upon his accession to the Presidency. He surrendered to the Road his vigorous powers of mind, his vast financial experience and his great executive ability. His presence at its head acted like a spur upon the Corporation, and since that time the history of the road has been a series of uninterrupted successes.

The Baltimore and Ohio Rail Road Company have established permanent co-operative relations with the Marietta and Cincinnati and the Ohio and Mississippi Rail Roads, thus virtually extending the Baltimore and Ohio Rail Road to Cincinnati, and through that City to St. Louis, connecting by friendly Northern and Southern Roads with, and drawing business from the Southern half of the great States of Ohio, Indiana, and Illinois, also from Kentucky, having direct connection with Louisville, its chief city, and reaching Tennessee, Arkansas and other Southern States through other effective alliances.

Under the policy of President Garrett the Baltimore and Ohio has been extended to Columbus, Ohio, to Sandusky on Lake Erie and to Pittsburg by the extension of the Pittsburg and Connellsville Rail Road, now known as the Pittsburg, Washington and Baltimore Rail Road. The Winchester and Potomac Rail Road, the Winchester and Strasburg Rail Road, the Washington County Rail Road, and the Metropolitan or Point of Rocks Rail Road, have been established during this period. This Metropolitan Branch shortens the line between Washington and the great West 48 miles. By this route and the Connellsville Rail Road the distance from Pittsburg to Washington is but 300 miles; thence to Baltimore 38 miles; and only 10 miles further from Pittsburg to Baltimore *via* Washington than by the direct line; hence the name Pittsburg, Washington and Baltimore Rail Road. Under the auspices of the Baltimore and Ohio, a line of rail road is now being constructed through the Valley of Virginia, which will bring this wonderful agricultural region into direct communication with our City. By its connection with the Chesapeake and Ohio Rail Road at Staunton, the Coal, Iron and Salt territory of West Virginia is opened up to Baltimore, and by the extension of this Valley Rail Road to Salem, and connection with the Virginia and Tennessee Rail Road the salt and other minerals of Southwest

Virginia are reached, and also the products of East Tennessee, Georgia, Alabama and Mississippi. By the Orange, Alexandria and Manassas Rail Road, with its extensions under its new name, "Washington City, Virginia-Midland and Great Southern," the mineral regions of Virginia, the Carolinas and Georgia are reached, where gold, silver, lead, copper and iron are found, and where the climate and soil are favorable to agriculture, particularly so for fruits and vegetables.

This latter connection is formed by the Washington Branch of the Baltimore and Ohio, which leaves the Main Stem at the Relay House, about nine miles from Baltimore, and runs to the National Capital. Another short road is to be constructed from the Metropolitan Branch to a point in the neighborhood of the Annapolis Junction, by means of which passengers and freight from the West can be conveyed directly to our City by a much shorter route than that at present in use, while the line of rail road along the Patapsco and Monocacy, penetrating a region abounding in vegetable and mineral wealth, will still by its way-traffic add to the revenues of the Company.

At a point 90 miles above Newark, on the Lake Erie Division of the road, it is proposed to construct a line of Rail Road direct to Chicago, a distance of 260 miles. In addition to the trade directly from Chicago, and along the line of this road, it will have many important connections east of the Prairie City, which, in obedience to their interests, will be feeders to this Chicago extension. The Cincinnati, Sandusky and Cleveland Rail Road connects at Tiffin; the Dayton and Michigan Rail Road extending from Cincinnati through Toledo to Detroit, with connections penetrating the Michigan prairies, north and west of Saginaw, connects at Deshler, Henry County, Ohio, and the Toledo, Wabash and Western Railroad, connects at Defiance, Ohio. This road, with its branches, extends over Illinois and Missouri more than 1,200 miles. At Auburn, Indiana, it connects with the Fort Wayne, Jackson and Saginaw and the Eel River Roads, both extending south into Indiana, and north into Michigan. At Walkerton it crosses the Indianapolis, Peru and Chicago Rail Road, and by this route can reach Laporte and Michigan City, Indiana, the latter a port on Lake Michigan. Before entering Chicago a connection can be made with the Illinois Central Rail Road, which, with its branches, drain the greater portion of Illinois. This road can have no interest in opposition to the Baltimore and Ohio, but will seek over its line the port of Baltimore, as its best entrepot for the produce of the country, through which its main line of branches extend. Numerous branches are proposed to connect important towns in Ohio and Indiana, with this Chicago extension. The benefits that will accrue to our City from the completion of these great enterprises, are incalculable.

Already has the trade of Pittsburgh, the great manufacturing city west of the Alleghanies, begun to pour into Baltimore, and the time is not far distant when we shall compete successfully with the cities of Philadelphia and New York for the carrying trade of this great region of country. The Baltimore and Ohio, with its through connections South and West, has materially aided

the development of those sections, by opening up territory, rich in mineral and agricultural resources, susceptible of great improvement and to which the rapidly increasing population of the Atlantic seaboard, and the tide of emigration pouring into our City may resort with confident hopes of at least realizing many of their anticipations by frugality and industry. Towns and villages have sprung up along the line of railroad, and even those sections but remotely connected with the road have felt its wonderful influence.

A spirit of enterprise has grown up in neighboring districts; roads and turn-pikes have been opened, and vast stretches of country that might have remained primeval forests but for this great work of internal improvement, have become productive and the inhabitants cultivated and refined. The extension of the road from Centreton on the Lake Erie Division to Chicago, gives the Baltimore and Ohio one continuous line of rail road from Baltimore to the Lake City of the West, the granary where is received the exhaustless products of the fertile plains which stretch out through the northwest. Thus Baltimore is enabled to compete with the great cities of the East for a share of this immense trade. The extension of the road from Pittsburg to Centreton, a mere question of time, will give another direct route from Chicago to Baltimore.

The scenery along the line of the Baltimore and Ohio Railway is picturesque and beautiful, but portions of the road merit special notice. "Harper's Ferry," the point at which the peaceful waters of the Shenandoah become lost in the more boisterous Potomac, has been described by Jefferson as "one of the most stupendous scenes in nature, and well worth a voyage across the Atlantic to witness." Jefferson's Rock, named after that illustrious statesman, a great overhanging cliff which looks frowningly down as though it would topple headlong upon the unwary traveler, offers an exhaustive view of the wonderful passage of these two rivers through the very heart of the mountains. The road from this point to the Ohio River gives to the sight-seer a succession of views embracing nature in almost every attitude. Long ranges of mountains, beautiful valleys, level plains, changed by the magic of the husbandman into boundless gardens, lofty precipices, mountain torrents, and the endless phases in which nature fantastically arrays herself, pass before the vision like the ever changing views in some gigantic kaleidescope. "Fort Frederick," whose hundred years have witnessed the downfall of one government and the uprearing of another, the vigorous growth of which has astonished the world, and with whose history the name of Washington will ever be connected, is located near the line of the road between Harper's Ferry and Cumberland. "The Glades" and "Cheat River Valley" are perhaps as rich in exquisite natural scenery as any portion of the world, and tourists at this early date have evinced their appreciation of what has been aptly styled "the American Switzerland."

Among those features on the line of the Baltimore and Ohio well worthy of inspection by sight-seers and travelers, are the immense rolling-mills or

machine-shops of the Company, located at Cumberland, and the magnificent Hotel, recently, erected by the corporation for the accommodation of travel over their roads.

The affairs of the Baltimore and Ohio Rail Road under the present administration have been conducted with prudence and economy, and yet, when the end appeared to justify the means, the Company has not hesitated to venture its capital in behalf of the boldest enterprises. Shortly after the war, a pioneer line of Steamers was established between this port and Liverpool under the auspices of this corporation, which, though not entirely successful, because of the very limited carrying capacity of the vessels employed, clearly demonstrated that as a port of entry, Baltimore was destined to become one of the leading Cities in America. This line was succeeded by what is known as the "North German Lloyd," or "Baltimore and Bremen" line of Steamships. Four first-class steam-ships have already been placed on this route (and two more are in process of construction) to ply between Baltimore, Southampton and Bremen.

The property of the Baltimore and Ohio Rail Road at Locust Point has been greatly improved to meet the requirements of these Steamers. The funds necessary for improving the harbor and channel having been provided by the Government of the United States and the City of Baltimore, this work, which has been in progress for some time, is rapidly approaching completion. When finished, the depth of water will be sufficient for the largest sea-going vessels,—all that is necessary to make Baltimore equal to any seaport in the country and without drawback from the advantages she possesses over all others in geographical position. Piers have been constructed at Locust Point, spacious and substantial warehouses built, and a grain elevator erected with a capacity for 600,000 bushels of grain. In addition, the Company proposes to erect immediately two more grain elevators with a capacity of 1,000,000 bushels each.

The success of the Bremen Steamships has led to the establishment of another Transatlantic Steamship Company, the Allan Line, which connects this port with Halifax and Liverpool. The cheapness of fuel in Baltimore gives these Steamers a great advantage over other cities. They are enabled to coal here at a reduction in cost of $2,000, for each voyage, and the port charges in comparison with other cities along the Atlantic Coast, are insignificant.

The great Workshops of the Company at Mount Clare, on the Western suburbs of our City, in which are employed more than sixteen hundred hands, form an especial feature of Baltimore. Here all varieties of work required by the necessities of a mammoth rail road are manufactured. Great Iron Bridges, Locomotives, Pullman Palace Cars and the most elegant Passenger Coaches, with all their polished veneering and rich upholstery, Stationary Engines, Boilers, Car Wheels, Axles, Bar Iron, Rail Fixtures, Springs, &c., are produced with a neatness of finish and skillfulness, and with

strong and durable qualities not exceeded anywhere in the world. At various points along the line of road, similar workshops of very ample capacity for the repair and manufacture of machinery, are established.

The benefits which our City has reaped from this great road are simply inestimable. The impetus given to manufactures and the employment furnished to citizens would alone abundantly compensate the City for the assistance she gave the road in the early stages of its construction, but the vast amount of wealth, mineral and agricultural, poured into our City through this main artery can only be measured by her rapid increase in all the elements which make a great metropolis.

The financial condition of the City has been very strikingly affected by her relations to the Baltimore and Ohio Rail Road. Being a proprietor of $3,250,000 of the stock of the Company, she receives ten per cent. upon her investment, and, paying but six per cent. upon the debt created to aid this work, she realizes a profit of $130,000 annually for the benefit of the tax-payers.

It may be noted here as a remarkable fact that the assessed value of the real estate in Baltimore at the time the Baltimore and Ohio Rail Road was commenced, in 1827, was but $27,000,000, a sum less by $29,000,000 than the amount since absorbed in this great work.

The vast proportions to which this organization has grown, are shown by the fact that its control already extends over railway properties in many States, the cost of which exceeds $100,000,000. It possesses more than 500 locomotives, over 10,000 passenger and freight cars, and employs above 20,000 men in its working departments; its disbursements for labor, material and supplies exceeding $1,000,000 per month.

As the Baltimore and Ohio Rail Road, together with the vast net-work of railways co-operating with it, is used in making Baltimore a great manufacturing and commercial centre, and the most economical and desirable entrepot for the constantly expanding business of large portions of our extensive country, it requires but the concurrent energy and enterprise of our citizens to make the progress and greatness of the City unlimited in extent and thoroughly substantial in character.

The following is a list of the prominent officers of the Baltimore and Ohio Rail Road:

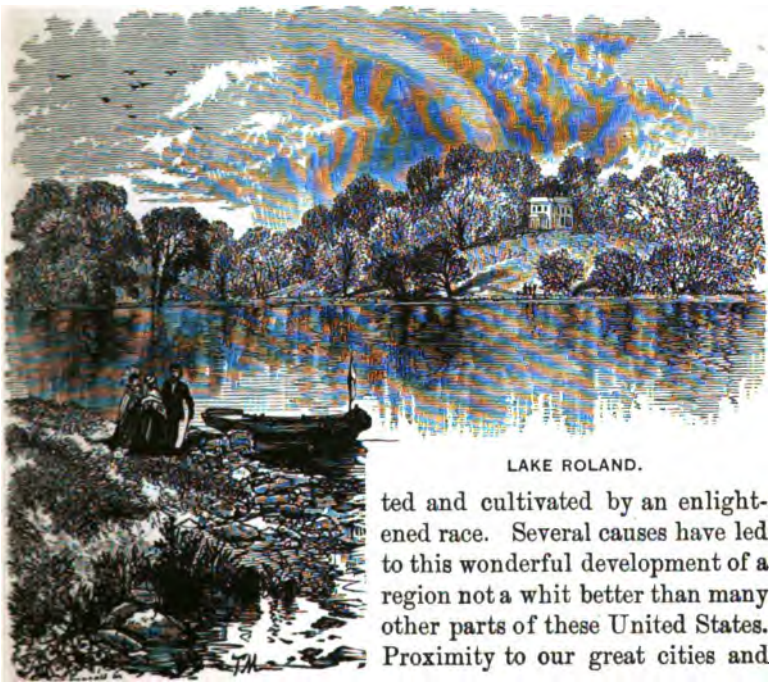
President—John W. Garrett; 1st Vice President—John King, Jr.; 2d Vice President—Wm. Keyser; Master of Transportation—Thomas R. Sharp; Master of Machinery—John C. Davis; Master of Road—John L. Wilson; General Freight Agent—N. Guilford; General Ticket Agent—L. M. Cole; General Passenger Agent—Sydney B. Jones, (Cincinnati); Auditor—Wm. T. Thelin; Assistant Auditor—A. D. Smith, (Columbus, Ohio); Treasurer—Wm. H. Ijams; Superintendent of Telegraph—A. G. Davis; General Superintendent Ohio Division, (Columbus, O.)—W. C. Quincy; Edward Potts, Secretary to the President.

NORTHERN CENTRAL RAILWAY.

IN that broad expanse of country with Niagara Falls, between Lakes Erie and Ontario, forming the apex and New York, Philadelphia and our own City marking the base of the triangle, may be found pretty fully illustrated the great wealth which Nature has given to man.

That its importance was thoroughly appreciated by all three of these large cities and that they desired to secure its advantages to themselves peculiarly, is evidenced by the fact that great lines of rail roads were very early in the history of our country projected through its entire length and breadth and now form a perfect net-work over the territory embraced in the triangle. The richest fruits of husbandry, the exhaustless mineral deposits which underlie the soil in that region, the great woods which furnish so luxuriously our best saloons and drawing-rooms, form together a combination of treasures which can be surpassed probably in no other section of the globe.

The range of territory embraced within the lines drawn from these cities to the point named above, has had expended upon it, perhaps, more of the muscular strength and exuberant energy of man than any other district of the same dimensions in this or the Old World, save the portions of Great Britain and the continent of Europe that have been for ten centuries inhabi-



LAKE ROLAND.

ted and cultivated by an enlightened race. Several causes have led to this wonderful development of a region not a whit better than many other parts of these United States. Proximity to our great cities and

the vast capital which centres in those places, but especially the facilities for building rail roads, have brought about a result which must necessarily lead to the growth of the whole American Continent and the realization of the prophecies of our sanguine politicians with reference to its immense forces at the beginning of the next century.

Among those great Roads which have contributed to the progress of this vast section of our country may be mentioned with pride by Baltimoreans the present "Northern Central Railway," formerly known as the Baltimore and Susquehanna. Chartered by the State of Maryland on the 13th day of February, 1828, organized as a Company on the 5th of May following, with a Board of Directors whose names are historic, it commenced operations by the laying of the corner-stone on the 8th of August of the succeeding year. It was confidently expected that the Commonwealth of Pennsylvania would combine with our State in this great undertaking, and after long delay, in March, 1832, an act of incorporation was obtained from the Pennsylvania Legislature to extend the road from York to the Maryland line. The latter act was objectionable in its features, and it was not until November, 1835, that a satisfactory conclusion was reached between the Legislative body of that State and the Stockholders of the road. Our space requires that we should be brief in our notice of the early history of this Company.

Like all great works of internal improvements, planned almost in the dawn of our national life, it had its trials and struggles. The wisdom of our Legislators which had manifested itself so conspicuously with regard to other corporations was not slow to perceive the advantages that must accrue from this organization to the City of Baltimore and the State of Maryland. Timely aid was extended, and our own City contributed her quota towards its construction. It must be borne in mind however, that rail roads at that time were in their infancy—civil engineering was scarcely a distinct science outside of the army, and very able men with the best intentions in the world were liable to make mistakes in estimates, and did make egregious errors. The road was opened to the Relay House on July 4th 1831 and to Timonium and Owings' Mills in 1832. It was perhaps the first rail road corporation in this country to undertake gradients of any considerable magnitude. The Parr Spring Ridge was overcome by a grade of 84 feet to the mile, for two and seven-tenths miles.

An interesting feature in its early history was the importation of a locomotive from Liverpool, ordered in March 1831, and ready for delivery six months before a vessel could be obtained to bring it over—the third locomotive, by the by, in successful operation in America. The Baltimore and Susquehanna Rail Road was completed to York, in August 1838; the Wrightsville, York and Gettysburg Rail Road subsequently operated in connection with this road, was finished in 1840; to Columbia it was opened in the same year and communication secured with Pittsburg by means of a canal from that point.

The State of Maryland on the 10th of March, 1854, and the Commonwealth of Pennsylvania on the 3d of May following, passed an act with this title:

"An Act to authorize the consolidation of the Baltimore and Susquehanna Rail Road Company, with the York and Maryland Line Rail Road Company, the York and Cumberland Rail Road Company, and the Susquehanna Rail Road Company by the name of the Northern Central Railway Company."

THE ARTIST'S DREAM—WATKINS GLEN.

The connection of the Northern Central with the great Pennsylvania Road, its extension by means of its own branches or healthful connections to the Lakes, the West, the North-west, the South, and the Pacific Coast are so well known to the public at large, as to require no allusion in an article of this kind. That this road ramifying as it does, through its connections, the whole North American Continent as far as it has yet been settled, has accomplished incalculable good for our country, it is scarcely necessary to mention here, but there are features about it which belong to few rail roads, and which we feel bound to recount in an article setting forth its advantages in connection with the history of Baltimore. If we glance at any

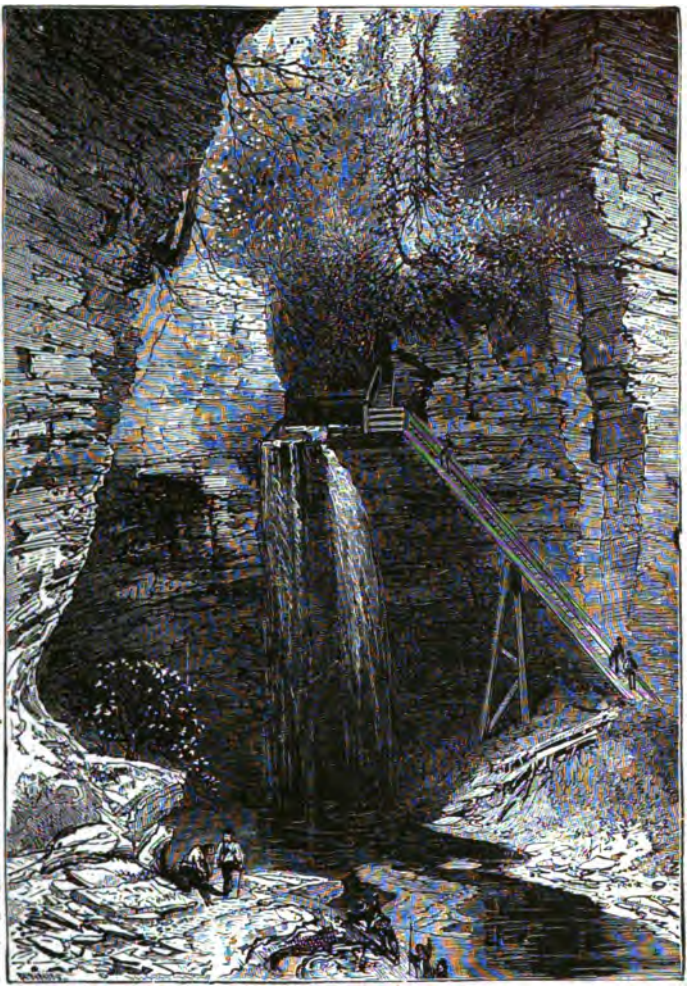
of the maps which exhibit its extensions, we shall find that along its line have sprung into existence towns and cities as though by magic. So thickly are they strewn from Baltimore to Canandaigua, that a map drawn with proper scales will hardly contain their names. The whole road appears to be a continuous city with here and there a more thickly settled portion to mark the greater enterprise of a particular class of the inhabitants.

The immense wealth underlying the surface of Baltimore County, iron, marble, granite and lime, is tapped and brought into our City. The road penetrates the wonderful anthracite region in Pennsylvania, and its exhaustless products are received in Baltimore by hundreds of thousands of tons. The Copper mines about Lake Superior contribute to its revenues,—the through travel from the great North-west, the products of that section and of the "Far West" and their vast resources, mineral, vegetable and cereal, are poured into our City through its means.

The gentlemen connected with the road have displayed an energy and have adopted a far-sighted policy that really rank them among those great practical men who have made the nineteenth century an extraordinary era in the annals of history. Whenever a connection could be profitably formed and was likely to lead to trade and travel to any of the larger cities where its termini are located the road was extended in that direction, and this has been done repeatedly when immediate profit could not have been a consideration, indicating clearly that it was the result of enlightened prudence, and that *future* prosperity was the object at which the Company was aiming. This policy undoubtedly in the early history of the road impaired its financial strength, but "it is an ill-wind that blows nobody good," and the terrific war between the North and the South which brought trouble to every community and almost every fire-side in the land, yielded a golden harvest to the rail roads located along or leading to the lines of the contending armies. This road was convenient to the capital of the country, and like similar corporations having depots in this City, its coffers were replenished by the revenue acquired from the Government for the transportation of troops and supplies and its embarrassments were consequently dissipated. A double track was completed over the greater portion of its length, and its monetary strength so considerably augmented that it was enabled to extend a helping hand to a new road projected through a very fertile section of our State but which had languished because of the impoverished condition of our people who resided in that region.

The latter, the Baltimore and Potomac, has since then been built through several of the lower Counties of Maryland to the Potomac river and also to the City of Washington, and forms close and continuous connections by locomotive power through the great tunnels under the Eastern and North-western sections of our City with all the leading Northern and Southern routes of travel.

The Northern Central Railway Company have not been content to rest on their oars; they seek now by means of the Union Rail Road an outlet to tide-water, which in view of the very great increase in the Coal trade of our City in the past 18 months, will be specially advantageous to our commercial interests. They have invested heavily in land at Canton and purpose the erection immediately of spacious piers, wharves and elevators for the reception of Western grain. But we shall devote the balance of our space to a summary of the more interesting and beautiful features along the line of this great road. A trip over it from Baltimore to Niagara cannot fail to interest, and its impressions will be stamped upon the mind forever. For simple beauty, splendor or sublimity the scenery along the route is perhaps not equalled by that of any road in the world. There may be lines of travel which, separately, illustrate more strongly any one of these features, but such a combination can scarcely be witnessed on any other road. The Rocky Mountain passes give us an idea of *grandeur*, some of the terrific declivities of the Andes, *sublimity*, and the beautiful little glades about Cheat River in the Alleghany range suggest simple loveliness, but along this line of road we have them *all*, and can enjoy them *seriatim*.



THE EAGLE CLIFF AND FALLS—HAVANA GLEN.

As the train passes out of the substantial depot on Calvert Street the traveller is confronted with the great machine shops which have given Baltimore such a reputation as a centre for manufactures. Through a line of villages, the natural off-shoots of a great city, teeming with busy life and echoing the sound of the manufacturer's hammer, the train glides until a beautiful little lake is reached which nestles peacefully in a smiling valley. So cosily is it located one finds it difficult to realize that the skill of man, not the hand of Nature, has created Lake Roland as a reservoir to supply the wants of a great city.

The road passes Timonium, at one time the great race-course of the State, where many of the contests that so delighted the distinguished heads of the old Maryland families, were wont to occur. Further on, beyond Cockeysville, are located the marble, granite and lime quarries and the iron works at Ashland, with great beds of ore that are likely to add for an indefinite period to the resources and prosperity of our City. The Gunpowder River, a small stream tributary to the Chesapeake Bay, intersects the road at numerous points until the Maryland line is reached. The river crosses beneath the railway in several places, and in some instances its windings and twistings among the overshadowing rocks give a decidedly picturesque appearance to the landscape. Long ranges of hills in the upper part of Baltimore County, discovering to the pleasure-seeker or traveller the various strata of rock so instructive to the geologist and attractive to all who take an interest in the workings of Nature, mark this portion of the Northern Central Railway.

There are so many features of general interest along the line of this road that it will be impossible for us to mention them all, and many omissions will necessarily occur of spots which travellers, once seeing, can never forget. The connections of the Northern Central with Gettysburg and its vicinity point it out as a delightful Road to excursionists. Here occurred what has been supposed by many to have been the crowning battle of the fratricidal strife which deluged some of the fairest portions of our country in blood. The Healing Springs of Gettysburg, a recent discovery, and the variegated scenery of the surrounding country, are strong inducements both to the sight-seer and the valetudinarian.

It is not, however, until after Harrisburg is reached that the more striking features of this great highway can be thoroughly appreciated. The Susquehanna comes in view, a stream, broad, majestic and prolific in points of interest, and, as the full moon at times casts its pale rays over the waters, suggestive of scenes far away, where the people traverse their city in boats, and shadowy forms glide from under the dark arches like phantoms from another world, with this difference, that the apparitions proceed from the numberless drifts which crowd the river, and the gondolas are lovely little islands studding its centre and sides.

SUSQUEHANNA, NEAR HARRISBURG.

But there is a region beyond Harrisburg on this road, a section of America which deserves special mention, where nature has invested the country with all the qualities alluded to above, and where the industry of man with his feeble auxiliaries, has utilized the boundless treasures she offers him. As we pass through the centre of Pennsylvania into the Western portion of New York, we encounter a succession of beautiful views,—lofty precipices, mountain torrents, rushing cascades, pastoral fields, awful chasms, headlong falls of streams and wonderful upheavals of the Earth's surface which cause us to gaze with admiration, and if reflection at such a time be possible, to think of the limitless phenomena produced for our pleasure and instruction by an all wise and all powerful Creator, in a space which occupies so small a portion of the planet on which we live. The exquisite beauty of the landscape along the canal near Millport; Watkins Glen, already world renowned, with its boundless variety of scenery, alternately awing us into soberness by its grandeur and calling forth exclamations of delight by its sweet peaceful beauty; the very names of the views suggestive and showing how man can only be an imitator of the manifold workings of nature, "the Cathedral," "the Artist's

THE BRIDAL VEIL—HAVANA GLEN.

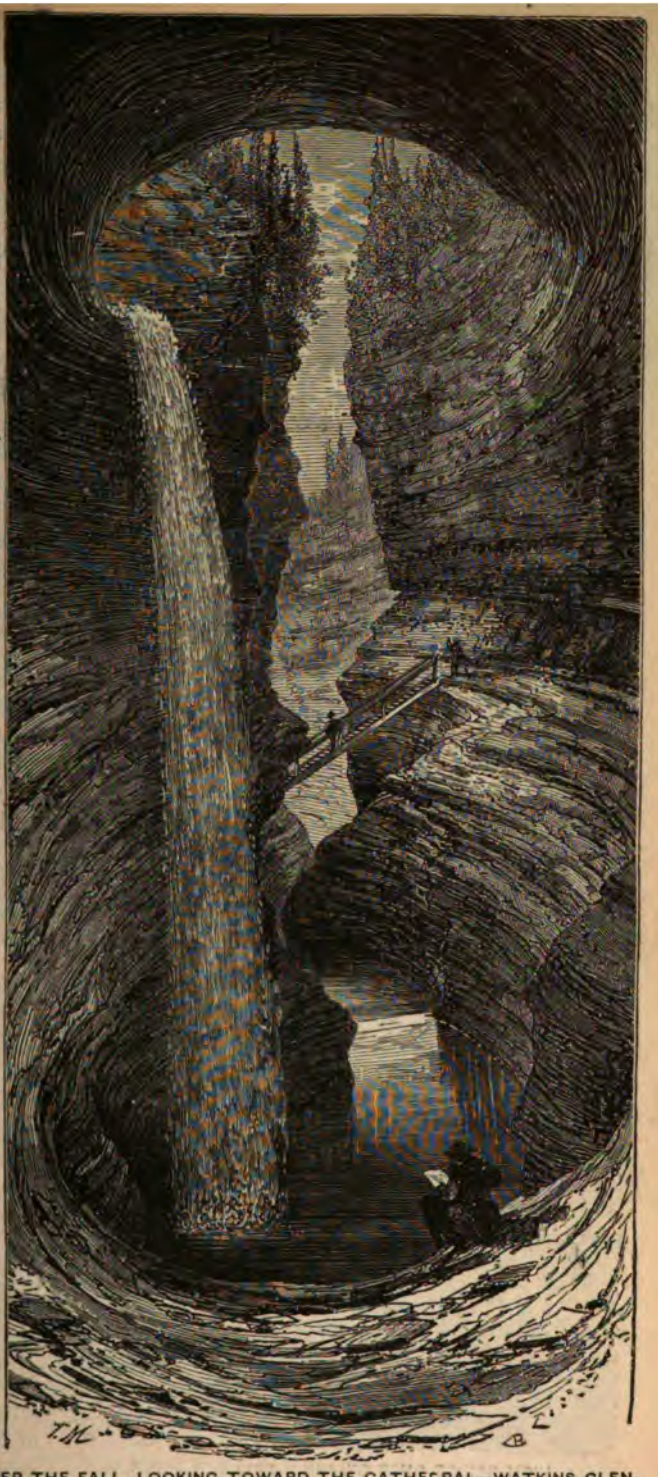
Dream;" Havana Glen with its "Bridal Veil," its "Mystic Cascade," its "Eagle Cliff and Fall;" the little mountain torrents flowing through each of these vales displaying a multiplicity of motions, at one moment leaping with resistless fury from precipice to precipice as though they would rend the adamantine surfaces upon which they fall; at another gliding mildly along with graceful sinuosity as though they had never rushed and spouted and foamed; the mammoth walls of rock, with jagged sides which rear their lofty heads on either hand as these limpid fountains gush down their sides or seek the old and beaten pathway marked out for them at some preadamite period, when man was known only in the mind of the great Creator—all these varied and wonderful objects of interest widely known at present, are destined in the future to make this region the *mecca* of tourists, and the Northern Central Railway the route by which their pilgrimages are to be accomplished.

Genesee Falls are too well-known to need description here, and finally the great Falls of Niagara, the eighth wonder of the world, the apex of the triangle referred to in the beginning of this article are reached. Their grandeur and sublimity are known to the whole world, and the impossibility of doing justice to their magnificent features should be a sufficient apology for their mere mention.

In closing our remarks upon the Northern Central, it is due to this corporation that we should particularly specify the great benefits it has accomplished, not only for the sections of country through which it immediately passes, but for the whole of our vast territory as yet brought under cultivation and made tributary to the wants and luxuries of our people.

Beginning its efforts early in our history, it pushed steadily on with its work until that portion already alluded to had been penetrated, and its rich treasures,—mineral, agricultural and beautiful,—exposed to the gaze and collected for the use of mankind.

The development of one region leads to the advancement of all. How far the Company has been instrumental in assisting the progress of civilization to the far West, it is impossible to estimate; it is sufficient for our purposes to state,



UNDER THE FALL, LOOKING TOWARD THE CATHEDRAL—WATKINS GLEN.

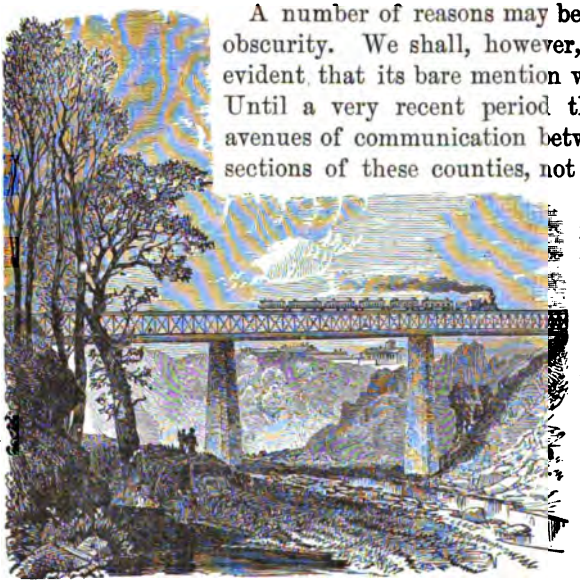
that, as in the *past*, it has sought connections and extended its road wherever they were likely to prove mutually profitable to the corporation and the City of Baltimore, so for the *future*, the present energetic and prudent management of the Company is a satisfactory guarantee.

The following are the officers of the Northern Central Railway:

President—J. D. Cameron; Vice President—J. N. Du Barry; General Manager—A. J. Cassatt; Secretary—R. S. Hollins; Treasurer—J. S. Leib; Auditor—S. Little; General Passenger Agent—Edwin S. Young; General Eastern Freight Agent—J. M. Drill; General Western Freight Agent—Isaac M. Schermerhorn.

BALTIMORE AND POTOMAC RAIL ROAD.

THE five lower Counties on the Western Shore of Maryland contain a population, intelligent, educated and refined, and possessing characteristics very similar to those which distinguish the inhabitants of our own City; moreover, in each of those counties may be found broad tracts of country remarkably fertile and productive and most beautifully located, and yet until within the last year or so, but little has been known of these people or the section in which they live.



HIGH BRIDGE OVER GWYNN'S FALLS, B. & P. R. R.

A number of reasons may be urged for this apparent obscurity. We shall, however, suggest but one, so self-evident that its bare mention will cause its recognition. Until a very recent period there were practically no avenues of communication between Baltimore and large sections of these counties, not forty miles distant from the city limits. The fact is the "iron-horse" had penetrated the vast wildernesses of the West and scaled the lofty altitudes of the Rocky Mountains before he had entered the "forest of Prince George" or the great tobacco growing country of Charles and St. Mary's, while much the larger and richer portions of Anne Arundel and Calvert are still without rail

road communication. The steamboats which ply between Baltimore and different points along the shores of these counties, though furnishing safe and commodious means of access, do not of themselves afford sufficient outlet for the trade of the Southern portions of the Western Shore, even when not obstructed by the inclemency of the weather during the winter season. Though they contribute their quota to the development of that portion of our State they are not able to bring about that rapid improvement which would seem to be necessary to enable these sections of Maryland to keep pace with the great march of progress and advancement taking place in many other parts of the country.

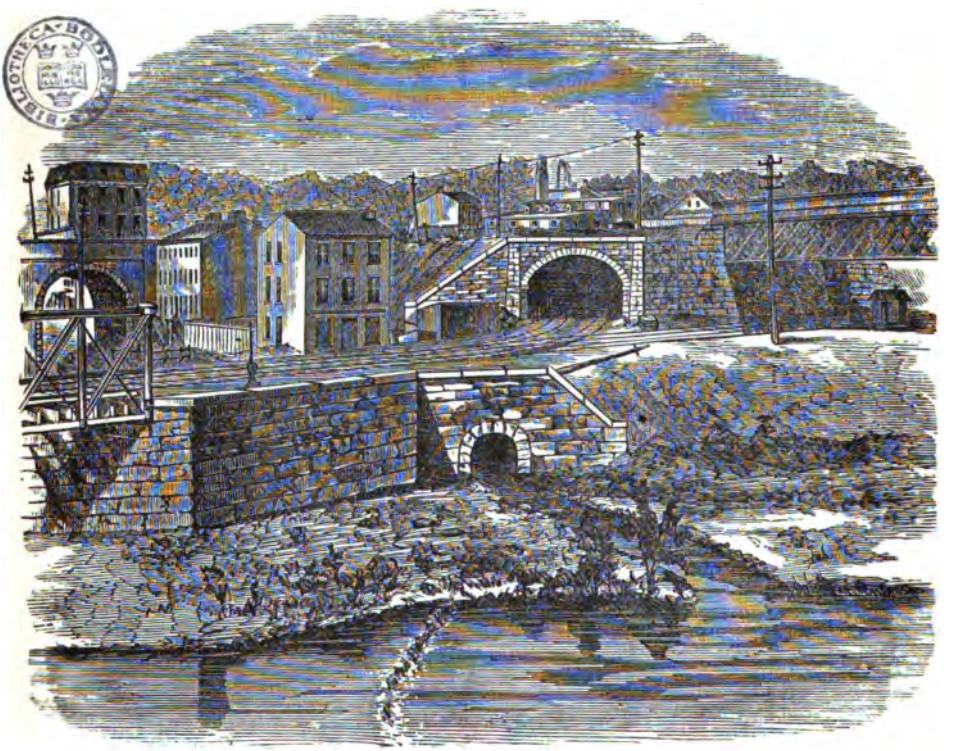
Before the war, the gentlemen from these counties lived like feudal barons. Surrounded by their slaves, nearly all were independent as far as this world's goods were concerned, and the spirit of money-making, at present the prevalent feature of all communities, had made but slight inroads among the wealthy neighborhoods which so thickly dotted this lower tier of counties.

Hospitality, the brightest gem in Maryland's crown, the jewel which has made her far better known in foreign lands than some of her wealthier and more enterprising sisters, seemed to be both the business and pastime of the inhabitants of this portion of our State, and as there was no urgent necessity for the exercise of energy, at that time but little of it was exhibited. There were bright exceptions even then to the rule. Some men were conspicuous in these localities for their clear appreciation of the real needs of lower Maryland and endeavored to arouse a spirit of enterprise. As early as 1853, a number of these gentlemen applied to the Legislature and obtained a charter for the Baltimore and Potomac Rail Road. The preliminary organization was not effected until 1859, and the following gentlemen were selected as Directors of the road: Hon. John Stephen Sellman, of Anne Arundel County; Hon. William D. Bowie and Col. W. W. W. Bowie, of Prince George's County; Hon. Walter Mitchell and John W. Jenkins, of Charles County; Edmund S. Plowden, of St. Mary's County, and Edwin Robinson, of Virginia.

Unavailing efforts were made to commence the construction of the road during the year. No State or City aid had been secured, and as was said above the large majority of land owners did not at that time realize the necessity for railroad communication with Baltimore. The Hon. ODEN BOWIE, since then Governor of our State, was made a Director of the road, and very soon thereafter its President, in 1860. He immediately suggested a more active policy, and two sections of the work, from Upper Marlboro to the Annapolis and Elk Ridge Rail Road, were put under contract. Had the contractors completed their work, Upper Marlboro, the county seat of Prince George's, would have been placed in communication with our City by means of the Annapolis and Elk Ridge Rail Road and its connection with the Washington Branch of the Baltimore and Ohio Rail Road. Unfortunately the civil war broke out and a long period of inactivity followed. Governor

Bowie never relaxed his efforts, but the political agitation which convulsed the country for the next four years rendered abortive every attempt to build a road that did not minister to its necessities in some form.

The war over, the people of Prince George's and Charles became alive to the almost absolute necessity of the road, but they were in no condition to respond financially to the demands of Governor Bowie. The system of labor in these counties had undergone a complete revolution. Millions of dollars worth of property had been swept away—hundreds of households were impoverished, and those who had escaped bankruptcy had not yet adjusted them-



EASTERN ENTRANCE OF BALTIMORE AND POTOMAC RAIL ROAD TUNNEL.

selves to the great change that had taken place in their mode of planting and farming. With what rapidity they assimilated themselves to the change in their condition and put their shoulders to the wheel, it is hardly necessary to state here, but at this juncture, no local capital could be raised and the prospects of the corporation were desperate. Governor Bowie was undismayed. He had seen all along the great advantages to be derived from its construction, not only to the portion of Maryland through which it would pass, but also to Baltimore, which it would place in such close connection with the great South-

ern and South-western lines of travel and which through its branch road to Washington gave another means of approach to the National Capital.

The capitalists of Maryland had very generally invested in the great corporations which had served to extend the trade and commerce of Baltimore, and the financial pressure which had followed the close of the war, and which has not altogether abated at this writing, did not leave many of them in a condition to aid in the construction of another road. Struggles, too, ensued with rival corporations, and it was not until 1867 that legislative enactments were obtained that enabled the corporation to commence its work.

In the meantime, the President had not been idle. Finding it impossible to interest the capitalists of our own State because of the crippled condition in which they were placed, he went elsewhere. The Pennsylvania Rail Road Company appreciated directly the advantages likely to accrue to Baltimore and its own system of roads from its completion, and the requisite funds were secured for its construction. The road was put under contract immediately throughout its entire length.

It was to be built first from Baltimore through Anne Arundel, Prince George's and Charles Counties, to Pope's Creek, on the Potomac River, a distance of 73 miles, and its lateral branch to Washington, from Bowie Junction in Prince George's, was to be 17 miles long, making its entire length 90 miles. The Baltimore and Potomac was opened from Baltimore to Washington on the 2d day of July, 1872, and from Bowie to Pope's Creek on the 1st of January, 1873.

The most prominent features of the road are its great tunnels under the cities of Washington and Baltimore. The tunnel in our City passes directly under the streets and houses, is one and a half miles in length, and at some points 55 feet below the level of the streets. It is cut in many instances through solid rock. Water and other obstacles were encountered, but the most scientific principles of engineering were brought into play to surmount them, the magnitude of which will be better understood when it is known that its cost has been more than two millions of dollars. Indeed there is no such work under any other city in the Union. The road itself from Baltimore to Pope's Creek is a model of engineering skill. The Company have availed themselves of all the modern improvements in rail road construction known to Engineers. Its superstructure is substantially built and laid with durable rails weighing 64 pounds to the yard.

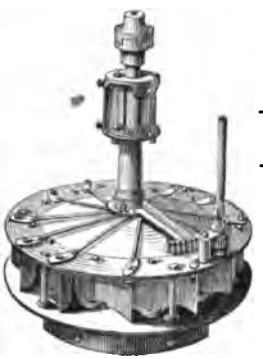
The immediate results to follow to the city of Baltimore are, an impetus to farming and planting through an extended and very fertile region of our own State, by which the productions of that section, such as corn, wheat and tobacco, are likely to be increased four-fold, and fruits and vegetables of every description brought into the city at prices which will place them within reach of the whole community; an enhancement of the value of property along its line, and an offer of sites for summer residences for our successful

merchants, together with small farms, for their recreation and pleasure, at prices likely to render unnecessary the expensive exodus of our people during the hot months of summer to the various fashionable and uncomfortable resorts and watering places.

To the country through which it passes it will simply be an inestimable auxiliary. Its more remote benefits to our City will manifest themselves at an early day when the plans at present in contemplation have been carried out and the extension to Richmond completed. Already, through its Washington branch, intercourse with the Southern lines of rail road has been secured, and the completion of the Baltimore tunnel gives a perfectly agreeable and convenient route to through trade and travel. The road is abundantly provided with the finest equipment of engines, passenger coaches, palace and sleeping cars, and has already fulfilled the most sanguine hopes of its friends.

The following is a list of the present officers of the corporation:

Hon. Oden Bowie, President; J. N. Du Barry, Vice President and General Manager; E. L. Du Barry, Superintendent; S. Little, Secretary and Auditor; J. S. Leib, Treasurer; Edwin S. Young, General Passenger Agent; James M. Drill, General Freight Agent.



THE CELEBRATED

LEFFEL PATENT AMERICAN

Double Turbine Water-Wheel,

The Best Water-Wheel in Existence.

MANUFACTURED BY

POOLE & HUNT,

BALTIMORE.

N. J. WATKINS,

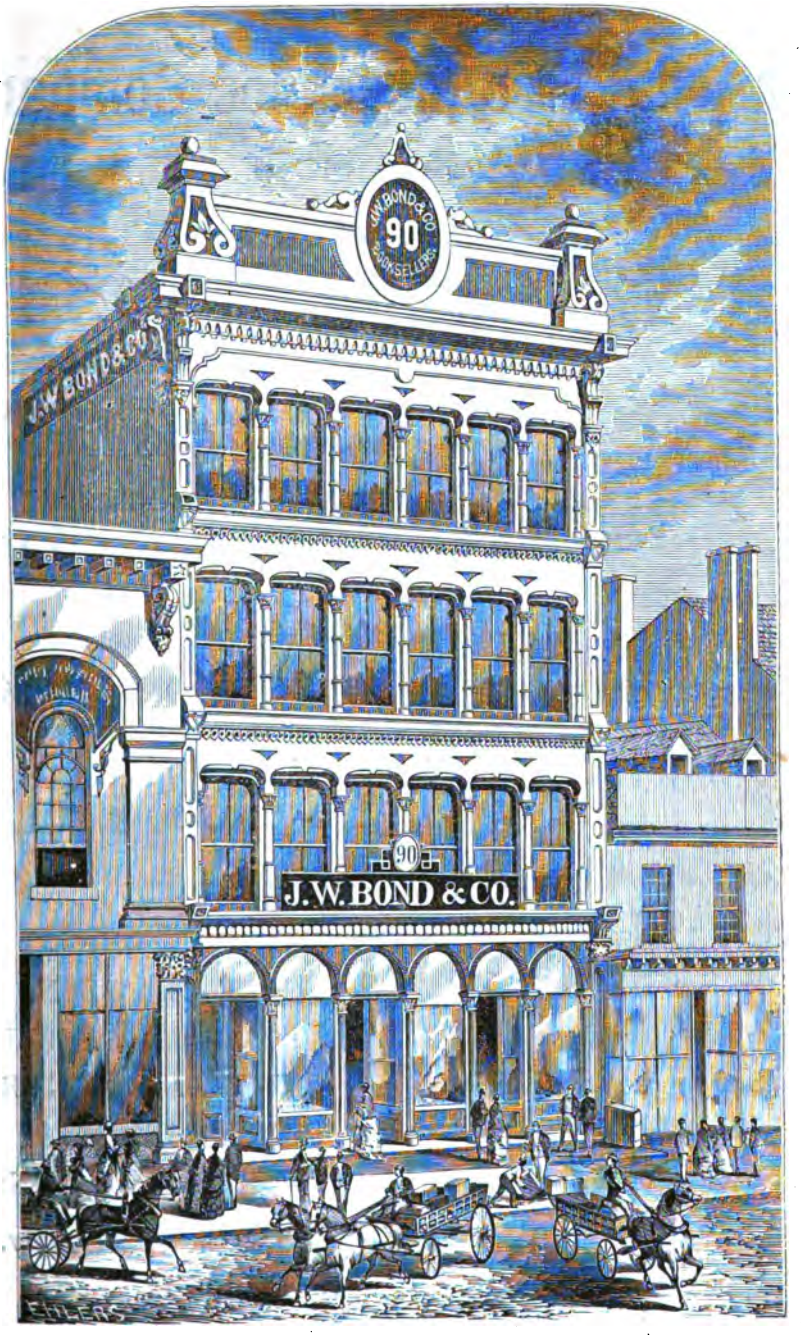
GENERAL WRITER.

Writes for Newspapers, Magazines and Periodicals.

Is ready to supply Congressmen and Legislators generally, with Speeches, carefully prepared, on any subject of local or national importance.

DIRECT TO, 192 N. CALVERT STREET,

BALTIMORE.



J. W. BOND & CO.

BOOKSELLERS AND STATIONERS,

NEW IRON BUILDING, Opposite Post-Office Avenue. } **No. 90 Baltimore St., Baltimore.**

National Fire Insurancc Company

OF BALTIMORE.

Incorporated by the State of Maryland, Dec. Sess. 1849.

Chartered Capital,
$300,000.

Cash Capital,
$100,000.

Assets,
$207,000.

JOHN B. SEIDENSTRICKER, President.

DIRECTORS.

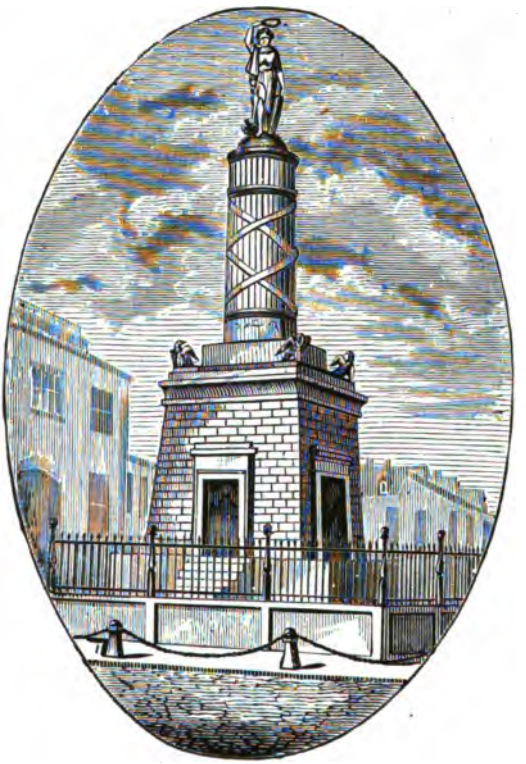
HENRY M. BASH,
GEORGE BARTLETT,
JOSEPH W. JENKINS,
WILLIAM WOODWARD,
EDWARD J. CHURCH,
GEORGE SMALL,
HUGH SISSON,
ROBERT LAWSON,
DECATUR H. MILLER,
OLIVER A. PARKER,
ROBERT LEHR,
GEORGE C. JENKINS.

H. C. LANDIS, Secretary.

THOMAS C. JENKINS, Jr., Clerk.
WILLIAM C JENNESS, Clerk.

Office at the North-West cor. of Holliday & Second Sts.

THE author begs to say, that in compiling this account of "The Monumental City, It Past History and Present Resources," he has had to contend with peculiar difficulties. In the effort to represent all interests, it has been necessary to seek information from many sources, and to accept it in various shapes. The facts obtained were sometimes a little highly colored by the prejudices of those from whom they were derived.



THE BATTLE MONUMENT.

Whatever may be the faults of the work, he feels that he has gathered a mass of information in regard to our prosperous and growing city, and that in acting the pioneer, he has materially lightened the labors of those who will come after him.

GEO. W. HOWARD.

ILLUSTRATIONS.

	Page.
American Building, The	55
Artist's Dream—Watkins' Glen,	298
Baltimore Female College,	277
" Fire Ins. Co.'s Building,	257
" Glass-Works,	232
" In 1752,	15
" Pearl Hominy Building,	138
" Steam Sugar Refinery,	112
Banking House—John A. Hambleton & Co.'s,	266
Blind Asylum,	51
Boys' Home,	52
Bridal Veil—Havana Glen,	298
Building—Brosius & Co.'s,	152
J. W. Bond & Co.'s,	305
Carlin & Fulton's,	155
William Devries & Co.'s,	144
Shipe, Cloud & Co.'s,	145
Young Men's Christian Association,	43
Buildings—Drakeley & Fenton's,	108
Flack Bros.'	128
George & Jenkins,'	107
Building—Hodges & Bros.'	150
National Fire Ins. Co,	306
George F. Webb's,	136
Wilson, Burns & Co.'s,	119
Business Houses—Armstrong, Cator & Co 's,	159
Business House—Barrett & Higgins',	160
Church—Bethany Independ. Methodist,	36
Cathedral, Catholic, The	34
Eutaw Place Baptist,	41
First Baptist,	75
Mount Vernon Place Methodist Episcopal,	66
New First Presbyterian,	47
Old First Presbyterian,	46
Old Light Street Methodist,	65
Sharp St. Meth Epis (colored,)	77
St. Paul's Protestant Episcopal,	63
Calvert Sugar Refinery,	113
Carrollton Hotel,	252
Clay Cutting—Union Rail Road Tunnel,	283
Cut of the Harbor,	245
Druid Mills,	179
Eagle Cliff and Falls—Havana Glen,	295
Eastern Entrance of the Baltimore and Potomac Tunnel,	302
Edmond's Well—Druid Hill Park,	87
Entrance of Druid Hill Park,	86
Estey Organ,	197
Forest Trees—Druid Hill Park,	88
Franklin Bank,	263
Frontispiece.	
German Correspondent Building,	60
Guy's Hotel,	251
Hebrew Hospital,	49
High Bridge over Gwynn's Falls,	300
Hoen, A., & Co.	99, 100
Home of the Aged of the M. E. Church,	53
Homeless Boy,	45
Horner, Joshua, Jr.	237, 238
Institution for the Education of Deaf and Dumb,	96
Iron Works—Bartlett, Robbins & Co.'s,	215
Lake Roland,	291
Larrabee's Block,	166
Mansion House,	253
Maryland Institute,	40
Maryland Moulding, Turning and Sawing Works,	193
Maryland Sugar Refinery,	115
Maryland Window-Glass Works,	230
Masonic Temple,	72
Miller's Safe and Iron Works,	205
Monuments—Battle,	307
Washington,	69
Wildey,	70
New City Hall,	33
Numsen's Block,	103, 141
Patapsco Flouring Mills,	132
Peabody Institute.	38
Poole & Hunt's Works,	207
Present Boundaries of the City,	29
School of Medicine, University of Maryland,	95
Shot Tower,	107
Silver Lake—Druid Hill Park,	89
Stansbury Building,	104
Steam Furniture Works,	195
Stickney Iron Works,	208
Sun Iron Building,	57
Susquehanna. near Harrisburg,	297
Tannery of Geo. Appold & Sons,	163
The Savings Bank of Baltimore,	260
Tyler's Lumber Yard,	189
Under the Fall, Looking Toward the Cathedral—Watkins Glen,	299
Vickers', Geo. R., Office Building,	255
Warren Cotton Mills,	177
Washington Building,	273
Works Maryland White Lead Co.	226

GENERAL INDEX.

PAGE.

Abell, A. S., ... 57, 59
Academy of Music, ... 79
Agricultural Implements, . . . 190, 191
Allan Line of Steamships, . . . 289
Amusement, Places of 78, 79
Annapolis, ... 19, 22, 91
Architectural Iron Works, . . . 214
ARCHITECTURE, ... 64, 66—68
ART, ... 42
Association, Maryland State Agricultural and Mechanical, 79, 80
" Young Men's Christian, 67
Asylum, Bayview, ... 47
" Blind, ... 51
" Deaf and Dumb, . . . 50
" Sheppard, ... 48—50
" *Spring Grove, ... 48
Baker, Charles J. 59
Baltimore and Bremen Line of Steamers, 289
Baltimore City Jail, ... 67
Baltimore Clippers, ... 24
Baltimore Corn and Flour Exchange, 135
Baltimore and Drum Point Rail Road, 81, 81
Baltimore and Potomac Railroad, Its Influence upon the Prosperity of Southern Maryland, &c., 294, 300—303
Baltimore and Ohio Rail Road, Its Connections, Extensions, Influence upon Baltimore, &c., &c. 30, 31, 74, 129, 130, 284—290
Baltimore Warehouse Company, . 131
Banks and Bankers, . . . 258, 259
Bar of Baltimore, ... 73, 74
Bar of Maryland, ... 73
Bartlett, D. L., ... 71
Battle Monument, ... 28, 68
Battle of North Point, . . . 27, 68, 71
Board of Trade, ... 61, 62
Boundaries of Maryland, . . . 8, 9, 10
Bowie, Governor Oden, . 79, 80, 302—304
Brass and Bell Founding, . . . 202, 203
Bricks, Manufacture of, ... 248
Brooklyn, ... 81
Brooks, Chauncey, ... 8
Brown, George S. 73
Burning of the Tea, ... 19
Butter and Cheese, ... 110
Calvert, George, Lord Baltimore, 7, 8, 9, 10
Calvert, Leonard, ... 10
Candies and Foreign Fruits, . . 139, 140
Canton and the Canton Company, Influence upon the Progress of the City, &c., &c. . . . . 281—285
Carroll, Charles, ... 285

PAGE.

Cattle Market, ... 250
CEMETERIES, ... 88, 89
Chemistry and Pharmacy, Maryland College of, ... 76
Chesapeake and Ohio Canal, . . . 30, 92
CHURCHES, ... 62—64
Bethany Independent Methodist, 67
Catholic Cathedral, . . 26, 64, 66
Eutaw Place Baptist, . . . 67
First Presbyterian, ... 67
Mount Vernon, M. E. . . . 64
Old Light St., M. E. . . . 64
St. Paul's, ... 14
City Hall, ... 9
City Limits, Extension of, . . 29, 89, 90, 28
Clayborne, William, ... 8
CLUBS—The Allston, ... 78
The Baltimore, ... 78
The Maryland, ... 78
Coal, . . . 82, 91, 218, 219, 284, 286
Coffee, ... 116
Continental Congress, ... 18, 19
Cooperage Stores, ... 278
Corn Flour, Manufacture of, . . . 138
Cotton, ... 81, 176, 177
Cotton Bags, Manufacture of, . 181, 182
Cotton Duck, " " . 180, 181
Cotton Press, The Monumental, . 131
COUNTIES OF THE STATE IN BRIEF, 91—94
Alleghany, ... 91, 92
Anne Arundel, . . . 91, 92, 93
Baltimore, ... 90, 91, 92, 93
Calvert, ... 91, 92, 93, 13
Caroline, ... 91, 93
Carroll, ... 92
Cecil, ... 91, 92
Charles, ... 92
Dorchester, ... 91, 94
Frederick, ... 91, 92
Garrett, ... 91
Harford, ... 91, 92
Howard, ... 91, 92
Kent, ... 91, 93
Montgomery, ... 92
Prince George's, . . . 91, 92, 93
Queen Anne's, ... 91, 92
St. Mary's, ... 92, 93
Somerset, ... 91, 94
Talbot, ... 91, 93
Washington, ... 92
Wicomico, ... 91, 94
Worcester, ... 91, 94
Court House, ... 26
Cromwell's Commissioners, . . . 11

* NOTE.—Inadvertently, the name of DR. RICHARD S. STEWART was omitted in our mention of the Maryland Hospital, now Spring Grove Asylum. That he was the originator of this institution and has nurtured it to the present moment, when it has assumed such grand proportions, is a fact with which every intelligent Marylander is familiar.

The treatment of the Insane, in our State at least, has been advanced to a Science mainly through his efforts.

PAGE.

Cumberland, ... 91
Curled Hair, ... 183
Dedication, ... 3
Deepening of the Channel, . . . 82, 83
Dentistry, Its Origin and Progress in Baltimore, ... 76—78
Domestic Lines of Steamers, . . . 32, 94
DRUID HILL PARK, ... 81, 85—88
Dulany, Chase and Johnson, . . . 73
Dwelling Houses, ... 35, 67, 68
Early, Samuel S. 71
Early Trade and Commerce, 14, 17, 21, 23, 24, 25, 27, 28, 31
Eastern Shore Rail Roads, . . . 93, 94
East India Company, ... 19
Eleemosynary Associations, . . 44—47
Elevators at Locust Point, . . . 289
Establishment of Manufactures, . . 21
Federal Hill, ... 14
Fell's Point, ... 13, 16
Fell, William, ... 13, 16
Fire Bricks and Pottery, Manufacture of, 246
FIRE DEPARTMENT, Compared with the same in other Cities, . . 83, 84
First Steamboats, ... 23, 29
Fish, Trade in, ... 122
Flour, Manufacture of, and Market for, 133, 134
Ford, John T. 78, 79
Foreign Steamers, ... 32, 94, 289
Fort McHenry, ... 13, 26
Founding of the City, ... 12
Frederick City, ... 92
Front Street Theatre, ... 79
Fulton, C. C., ... 56
Furniture, Manufacture of, . 193, 194
Gambrill, Horatio N. 81
Garrett, John W. 286
Gas, ... 28, 30
Glassware, Manufacture of, . 221, 222
Glassworks, ... 23, 221, 222
Govanstown, ... 81
Grain Trade, ... 129, 130
Grand Opera House, Ford's, . . . 78
Greenmount Cemetery, ... 88, 89
Guano and Fertilizers, Manufacture of, ... 235, 236
Gwynn's Falls, ... 13
Hagerstown, ... 92
Harbor of Baltimore, . . . 22, 82, 83
Harper, Robert Goodloe, . . . 73
Harris, Dr. Chapin A. 76
Healthfulness of the City, . . . 35
Historical Society, ... 42
Holliday Street Theatre, . . . 78, 79
Hopkins, Johns, ... 51, 52
Horses and Mules, ... 249
Hospital, Johns Hopkins, . . . 51, 52
Hotels, ... 251, 253
House of Refuge, ... 48
Howard, Col. John Eager, ... 68
Incorporation of Baltimore, . . . 26
Ingle Rebellion, ... 10
Imported Wines and Liquors, . . 125

PAGE.

Imports and Exports, ... 32
Iron, ... 17, 90, 91, 32, 206
Iron Bridge Building, ... 216
Jenkins, Colonel J. Stricker, . . . 71
Jewelry, ... 198
Jobbing Trade, ... 142, 143
Johns Hopkins University, . . . 52
Johnson, Hon. Reverdy, . . . 74
Jones, David, ... 13
Jones' Falls, ... 12, 13
Jones' Town, or Old Town, . . . 13
Jones, H. Bolton, ... 73
Joppa, ... 16
Journalists, ... 54
Kelso, Thomas, ... 51
King, John, Jr. 71
Klemm, F., see Map of Baltimore.
Law Library, ... 74
Leaf Tobacco, ... 184, 185
Location of the City, 12, 13, 26, 29, 33, 94
Lower Counties of Maryland, 300, 301, 302
Lumber Trade, ... 188, 189
Malt, Manufacture of, ... 139
Manufactured Tobacco, ... 187
Marble, ... 32, 91, 92, 241
Marine Insurance, ... 24
Marine Observatory, ... 61
Market Houses, ... 16, 23
Martin, Luther, ... 73
Maryland Institute, ... 41, 42
Maryland Jockey Club, ... 79, 80
Mason and Dixon's Line, ... 9
Masonic Temple, ... 67
Matches, ... 124
McCoy, John W. 73
McDonogh, John, ... 42, 44
McMahon, John V. L. 7, 74
Mercantile Library, ... 42
Merchants' Exchange, ... 28, 61
Medical and Chirurgical Faculty, 74, 75
Medicine, Progress of the Science in Baltimore, ... 74
Millinery Business, ... 158
Monuments, ... 68
Mount Hope and Mount Hope Retreat, 50
Mount Washington, ... 81
Naval Stores, ... 227, 228
Nelson, John, ... 74
Newcomer, B. F. 71
Non-Importation Societies, . . . 19
Northern Central Railway, Its Origin, History and Influence on the Prosperity of Baltimore, &c., &c., 31, 291—300
Oyster, Fruit and Vegetable Packing, 101, 102
PAINTING AND SCULPTURE, . . . 71
Paints and Chemicals, . . . 221, 222
Paper, ... 168
Paper Bags, ... 176
Parks and Squares, ... 85—88
Patapsco River, ... 12
Patterson Park, ... 87
PEABODY GEORGE, ... 38—40
Peabody Institute, ... 38—40

	PAGE.
Pearl Hominy,	138
Petroleum,	221
Philadelphia, Wilmington and Baltimore Rail Road,	31
Pianos,	196, 197
Pikesville,	81
Pimlico,	79, 80
Pinkney, William,	73
Plated Ware,	200
POLICE OF BALTIMORE, Its efficiency, and favorable comparison of the same with other cities,	83
Poor Association,	44
Population,	31, 62, 89, 90
Porter, George U.	61, 62
Preface,	5
Press,	54, 56, 59, 61, 62
Privateers,	26
Provision for the Inebriate,	50
Provision for the Insane,	48
Provisions, Trade in	106
Public Schools,	36—38
Quartley, A.	73
Raine, Frederick,	61
Ready, Samuel,	51
Refined Lard,	109
Religious Toleration,	11
Resources of Baltimore,	90—94
Reuling, Dr. George,	71
Rice,	121
Rinehart, William H.	72, 73
Rivets and Spikes,	213
Salt,	118
Sash Factories,	191, 192
Scenery along the Northern Central Railway,	296—299
Schwing, Mrs. S.	73
Sheppard, Moses,	48—50
Shoe and Leather Trade,	161, 162
Shot,	105
Soap and Candles,	123
Society in Baltimore,	35
Spices,	122
Stamp Act,	18, 19
St. Mary's Town,	10
St. Paul's Church,	14, 66
Sugar,	114, 116
Sugar Refineries,	23, 114, 116
Taney, Chief Justice Roger B.	73, 74
Teas,	120
Tenement Houses, Absence of,	35
Timonium,	296
Tin,	200, 201
Tobacco Trade,	16, 21, 22, 184, 185, 187
Towns and Villages,	80, 81
Towsontown,	81
Tunnels Under Baltimore,	283, 294, 302, 303
Union Rail Road,	31, 93, 283
United States Bank,	28
U. States Custom House and Court House,	67
University of Maryland,	28, 75
Vickers, George R.	71
Walters, William T.	71
War of 1812,	26
Wars with the Indians,	14
War of the Revolution,	20, 21
Washington Monument,	68, 70, 28
Water Company,	26, 84
Water Supply of the City, Present and Prospective,	84, 85
Waverley,	88
Way, A. J. H.	73
Wells and McComas Monument,	71
Western Maryland Rail Road,	31, 284
Whiskey,	126
Wildey Monument,	70, 71
Window Glass and Glassware,	229, 230
Wirt, William,	73
Woodberry,	81
Workshops at Mount Clare,	289, 290

INDEX TO ADVERTISEMENTS.

	PAGE.
Abbott Iron Company,	206
Adams, S. H. & J. F.	192
Alberton Cotton Mills,	178
Allan Steamship Company,	274
Ammidon & Co.	234
Appold, George, & Sons,	163
Armstrong, Cator & Co.	159
Armstrong, James, & Co.	128
Bag Factory, The Baltimore,	182
Bag Factory, The Maryland,	182
Baker Brothers & Co.	232, 233
Baker, Richard J., & Co.	224
Balderston, Ward & Co.	167
Baldwin, Wm. H. Jr., & Co.	180
Baltimore Female College,	277
Baltimore Steam Packet Company,	275
BANKS—	
The Central National, of Baltimore,	271
The Central Savings, of Baltimore,	259
The Eutaw Savings, of Baltimore,	262
The First National, of Baltimore,	261
The Franklin,	263
The Merchants' National of Baltimore,	272
The National, of Baltimore,	271
The National Union, of Maryland,	264
The Savings, of Baltimore,	260
The Western National, of Baltimore,	264
Barkley & Hasson,	117
Barrett & Higgins,	160
Bartlett, Robbins & Co.	215

	PAGE.
Basshor, Thomas C., & Co.	210
Bates, James,	211
Beatty, James, & Co.	124
Bell and Brass Works, The Baltimore,	204
Bertram, Wm. A.	243
Bevan, Samuel, & Co.	149
Blake, Charles W.	199
Blind, The Maryland Institution for the Instruction of the,	131
Bogue, Henry, & Son,	158
Bond, J. W., & Co.	305
Book Depository, The Methodist Episcopal,	171
Boston Steamship Company,	275
Boyd, Wm. A., & Co.	186
Bridge Company, The Baltimore,	217
Bridge and Iron Works, The Patapsco,	218
Bridges, William,	140
Brooks, E. F.,	204
Brooks, Rogers & Co.	164
Brooks & Thrasher,	143
Brosius & Co.	152
Brown, Alexander, & Sons,	267
Brown & Brune,	272
Brown, Lancaster & Co.	267
Brown, Wm. H., & Bro.	224
Bruff, Faulkner & Co.	145
Bryant, Stratton & Sadler, Business College of, 276, 214, 250,	253
Burns, Russell & Co.	248
Burns & Sloan,	246
Buzby, David T., & Co.	110
Canfield, Bro. & Co.	198
Carlin & Fulton,	155
Car Wheel Company, The Baltimore,	244
Cassard Brothers,	110
Cassard, George, & Co.	109
Cassard, G., & Son,	109
Chappell's Chemical Works,	239
Chemical Works, The Patapsco,	225
Chesapeake Dredging Company,	245
Child, Samuel, & Co.	234
Chrome Works, The Baltimore,	225
Clabaugh, Nelson & Co.	270
Clarke & Jones,	141
Coates & Brother,	218
Coleman & Taylor,	209
Cook, Samuel G. B.	157
Corn & Flour Exchange, The Baltimore,	135
Cotton Press and Warehouse, The Monumental,	131
Cushing & Medairy,	169
Cushings & Bailey,	172
Davison, Wm., & Co.	225
Dell, Knapp & Co.	275
Denmead & Son,	209
Denny, James W.	272
Denson & Quincy,	137
Devries, Wm., & Co.	144
Devries, Young & Co.	164
Drakeley & Fenton,	108
Dresel, W., & Co.	186
Druid Mills,	179
Dufur & Co.	212
Dugan, Cumberland & Co.	210
Dulany, Wm. J. C., & Co.	170
Dushane, John A.	169
Dental Surgery, Baltimore College of,	97
Easter, Hamilton, & Sons,	146
Ehlers, J. D., & Co.	121
Eye & Ear Institute, The Baltimore,	98
Eye & Ear Institute, The Maryland,	98
Fertilizing and Manufacturing Company, The Maryland,	236
Fisher, Wm., & Sons,	269
FIRE INSURANCE COMPANIES—	
The Baltimore,	257
The Baltimore Equitable,	256
The Home,	258
The Howard,	256
The National,	306
The Peabody,	256
The Phœnix,	258
Flack, Brothers,	128
Flack, Thomas J., & Sons,	128
Flynn & Emrich,	210
Frame and Moulding Works, The Baltimore,	243
Gambrill, C. A., & Co.	132
Gambrill, Sons, & Co.	179
Garrett, Robert, & Sons,	269
Gary, James S., & Son,	178
Geddes, James W.	201
George & Jenkins,	107
Gill, John, & Co.	130
Gillet, Martin, & Co.	120
Gilmor, Wm. of Wm.	213
Glass, David W., & Co.	169
Glass Works, The Baltimore, 232,	233
Glass Works, The Maryland Window,	230
Graffiin, John C. & Co.	132
Griffith, John A., & Co.	153
Gunther, L. W.,	185
Guy's Monument House,	251
Hambleton, John A., & Co.	266
Hambleton, Thomas E.	253
Hammond, John D., & Co.	167
Harris, J. Morrison,	272
Haskell, John H.,	204
Hicks, George C., & Co.	247
Highland Park, 279,	280
Hiss, Wm. J.	196
Hodges Bros.,	150
Hoen, A., & Co. 99,	100
Holmes, William,	200
Holthaus, F. T., & Son,	230
Hopkins & Janney,	228
Hotel, The Carrollton,	252
Horner, F. F., & Co.	165
Horner, Joshua, Jr., 237,	238
Hurst, S. J. & John J.	165
Hurst, Purnell & Co.	151
Hutchinson Bros.,	212
Innes & Company,	230
Johnson, Sutton & Co.	151
Johnston, Bros., & Co.	268
Keith & Kelso,	156
Kellinger & Co.	175
Kelly, Piet & Co.	175
Kensett & Co.,	104

	PAGE.
Keyser, Brothers & Co.	209
Kimball, Shaffar & Co.	278
King, Wm., & Bro.	231
Klinefelter Brothers,	182
Klipper, Webster & Co.	194
Knabe, Wm., & Co. 188, 189, 183, 213,	280
Knight, C. P.	227
Kremelberg, J. D.	187
Lamb & Kemp,	123
Larrabee, E., & Sons,	166
Laurel Manufacturing Company,	180
Lawson, Robert, & Co.	167
Lazarus, E. M., & Co.	228
Life Insurance Company, The Maryland, 254, 182, 168, 188,	241
Loney, F. B.	270
Mackenzie Brothers,	154
Magee, Wm. P.	154
Mahony, J. C., & Co.	105
Mallinckrodt, W., & Son,	153
Mansion House,	253
Mayer & Brother,	149
Mayer, Carroll & Co.	220
Maxwell, Wm. G.	167
McDowell & Co.	235
McKim & Co.	269
McShane, Henry, & Co.	203
Meredith, Gilmor, & Co.	220
Merker, A., & Krug,	211
Merritt, Jones & Co.	221
Miller, Daniel, & Co.	147
Miller, John M., & Co.	173
Miller's Safe and Iron Works	205
Monument Iron Works,	209
Moore, Robert & Bro.	153
Myer, T. J., & Co.	104
Myers, Charles H., & Bro.	125
Neal, Geo. H. C.	148
News Company, The Baltimore,	173
Nicholson & Co.	267
Nicholson, J. J., & Sons,	270
Noble & Wilson,	242
Norris & Baldwin,	177
Numsen Wm., & Sons,	103
North German Lloyd Steamship Line,	274
Oil Works, The Canton,	221
Paine, Allen, Son, & Co.	154
Paint and Color Works, The Maryland,	224
Parlett, B. F., & Co.	186
Parr, Israel M., & Son,	133
Passano, L., & Sons,	152
Patapsco Flouring Mills,	132
Pearl Hominy Co., The Baltimore,	138
Pembroke School for Boys and Young Men,	175, 277
Penniman & Bro,	155
Perkins & Co.,	148
Perry, Clark & Co.,	165
Pitcher & Wilson,	249
Pitt, Charles F., & Sons,	225
Poole & Hunt,	207, 304
Poplein, N., Jr., & G.	224
Porter, R. B., & Son,	155
Poultney, Trimble & Co.,	155
Pracht, Charles, & Co.	140
Pratt, E., & Bro.	218
Read, Wm. H.,	224
Reeder, C., & Co	210
Reese, Charles. & Son,	118
Reese, G. H., & Bros.	117
Reese, John S., & Co.	240
Regester. Joshua, & Sons,	204
Reip & Son.	202
Retort and Fire Brick Works, Baltimore,	247
Reynolds, Isaac, & Sons,	241
Rhodes, B. M., & Co.	236
Russell & Alger,	165
Ryan & Ricketts,	202
Sadtler, George T., & Sons,	121
Safe Deposit Company,	265
Sanders, George, & Sons,	121
Sanders, H., & Co.	197
Savage, Manufacturing Company,	180
Schumacher, A., & Co. 115,	274
Seim. Emory & Swindell,	230
Shipe. Cloud & Co.	145
Shot Tower Company, The Merchants,	106
Simon, Charles, & Sons,	148
Sisson, Hugh,	242
Slingluff & Slingluff,	272
Smith & Curlett,	123
Smith, Edward A.	223
Smith, John M., & Thomas,	227
Smith, Professor Nathan R. 75,	76
Snowden & Cowman,	211
Southern Home School,	278
Stansbury, James E.	104
Starr, B. F., & Co.	242
Steam Boiler Works, The Baltimore,	209
Stevens, Charles P.	195
Stevens. George O., & Co.	192
Stewart, C. Morton, & Co.	228
Stewart & Co.	120
Stickney Iron Company,	208
Stork & Wright,	174
Sugar Refinery, The Baltimore,	112
Sugar Refinery, The Calvert,	113
Sugar Refinery, The Maryland,	115
Symington Bros. & Co.	225
Taylor, R. Q.	158
Taylor & Price,	149
Thomas, David E., & Co.	190
Thomas, George P., & Co.	126
Thomas, Joseph, & Son,	193
Thomsen, Laurence, & Co.	125
Thomsen. Lilly & Co.	223
Troxell, Handy & Greer,	208
Tucker, Smith & Co.,	162
Turnbull Brothers,	171
Turner. Robert, & Son,	240
Tyler, George G.,	189
University, The Maryland,	95
" The Washington	96
Vickers, George R.	255
Waite, Samuel R.	212
Walker, Noah. & Co.	273
Walters, W. T., & Co.	127
Warehouse Company, The Baltimore,	131
Warren Cotton Mills,	177
Weaver, Jacob,	243

	PAGE.		PAGE.
Webb, A. L., & Son,	137	Whitman, E., & Sons,	191
Webb, George F.	136	Wilkens, William, & Co.	184
Webb, George W.	199	Wilson, Burns & Co.	119
Weber, Wm. F.	96	Wilson, Colston & Co.	267
Weedon, Armistead, & Co.,	124	Wilson, John W., & Son,	192
Wheelwright. Mudge & Co.,	169	Wood, Wm. E, & Co.	213
White Lead Company, The Maryland,	226	Woods, Weeks & Co.	112
Whitelock, Wm., & Co.	240	Woodyear, Wm. E., & Co.	137

ERRATA.

On page 39, line 29, read "passes" for "passed."

On page 78, line 20, substitute "of" between "earnest" and "what."

On page 76, in the note at the bottom, read "University" instead of "Unviersity."

On page 128, in the Article on Soap and Candles, at the 5th line, read "*the* Cape of Good Hope" instead of "Cape of Good Hope."

On page 133, in the Flour Article, at line 6, read "are" instead of "is."

On page 142, leave out "colon," at 12th line.

On page 183, at line 18, read "existence" instead of "existance."

Top of page 207, read "Established 1851" instead of "Established 1871."

On page 248, read "200,000,000 Bricks" instead of "100,000,000 Bricks." This includes the manufacture of Bricks at Canton.

NOTE.

The Firms of WOODWARD, BALDWIN & Co. and NORRIS & BALDWIN have dissolved since this work went to press, and a Co-Partnership has been formed under the name of

WOODWARD, BALDWIN & NORRIS,

Nos. 9 and 11 Hanover Street,

DRY GOODS AND COMMISSION MERCHANTS,

And Selling Agents for the SAVAGE MANUFACTURING COMPANY and WARREN COTTON MILLS.

See Pages 177 and 160.

J. D. EHLERS & CO.

Engraving & Steam Printing House

SECOND STREET, BALTIMORE.

The attention of Merchants and Manufacturers is respectfully called to our unequalled facilities for executing orders for

LABELS IN COLORS,

AND SUPERIOR

BOOK AND JOB PRINTING.

Having our own skilled Corps of Artists and Engravers on the premises, we are enabled to compete with any establishment of the kind in other cities.

Designs, Samples, and Estimates cheerfully furnished.

J. D. EHLERS & CO.

Baltimore.

FREY, WALPERT & CO.

MANUFACTURERS OF

STEAM

Curled Hair, Bristles and Husks,

ALSO OF

SPRING, HAIR, HUSK & COTTON MATTRESSES.

Warehouse, 28 N. Gay Street,

Hair Factory, Jenkins' Lane, back of Greenmount Cemetery,

HUSK FACTORY, 47 McKIM STREET.

MARYLAND

LIFE INSURANCE COMPANY

OF BALTIMORE.

Office in Company's Building, No. 10 South Street, Baltimore.

GEORGE P. THOMAS, President.

BOARD OF DIRECTORS.

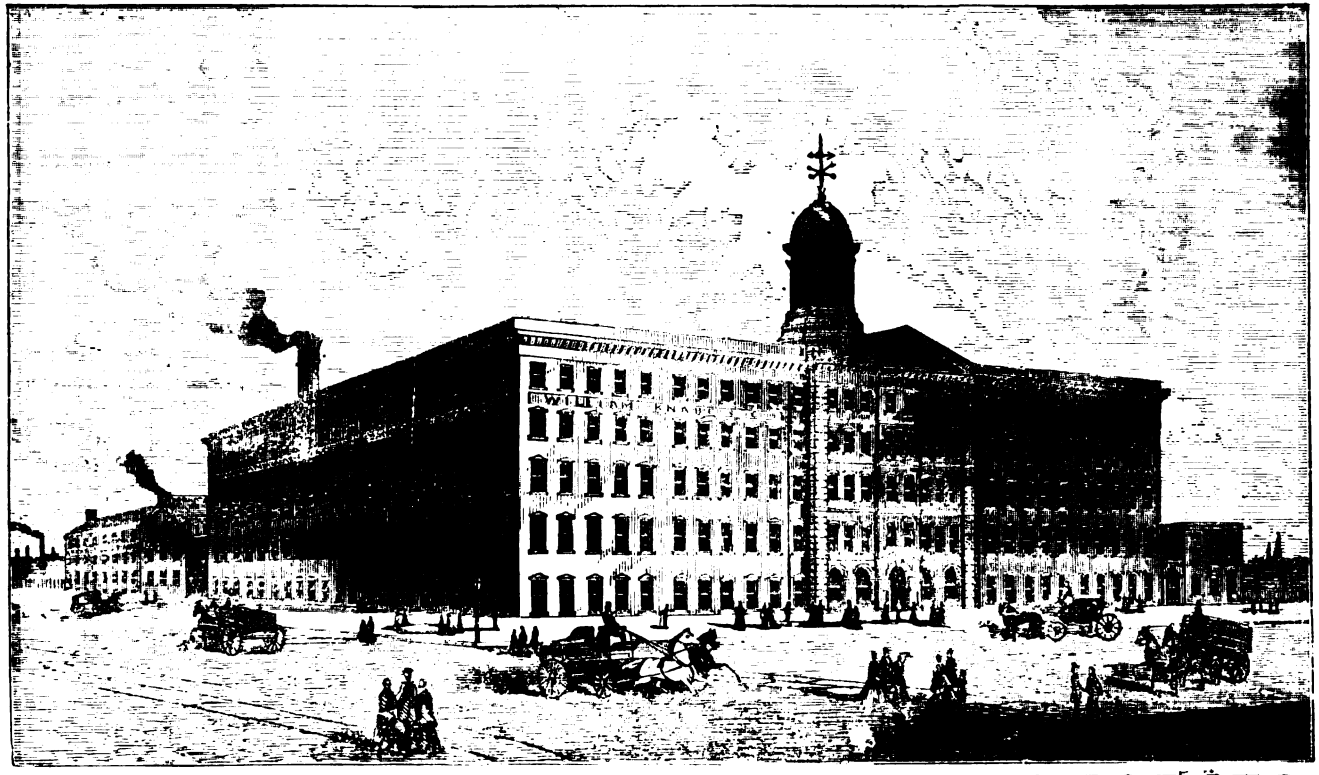
HAMILTON EASTER,	HUGH SISSON,	THOMAS CASSARD,
ALLEN A. CHAPMAN,	HIRAM WOODS, JR.	WILLIAM DEVRIES,
GEO. P. THOMAS,	GEO. H. MILLER,	CHARLES WEBB.

A. K. FOARD, Secretary. CLAYTON C. HALL, Ass't Sec. and Actuary.

J. W. F. HANK, M. D., Medical Examiner.

CHRISTOPHER JOHNSTON, M. D., FRANK DONALDSON, M. D., Consulting Physicians.

AGENCIES FOR THE SALE OF THE KNABE PIANO IN ALL THE PRINCIPAL CITIES.



WM. KNABE & CO'S PIANO FACTORIES,

CORNER EUTAW AND WEST STREETS, BALTIMORE,

WAREROOMS, 350 West Baltimore Street, Baltimore, and No. 112 Fifth Avenue, above 16th Street, New York.

APPENDIX.

SINCE the Publication of this Work a new impetus has been given to the movements of the MONUMENTAL CITY, and many important enterprises have been either completed or inaugurated, which the Author deems necessary to include in his exhibit of the City; and therefore he has added as many pages to it as practicable, that he might set forth the additional attractions and new features of its enterprise and trade which are of the most recent date.

It will appear from these that BALTIMORE is progressing surely and grandly in the great march of the Nations. Even during a year of unparalleled financial troubles, when the wheels of trade have been clogged, and the great burden-trains of commerce have moved slowly, she has advanced steadily, adorning her streets and avenues with stately and magnificent edifices; inaugurating and prosecuting the grandest schemes of improvement which she has ever undertaken; stretching out new lines of communication to the South, West and North-West; enlarging and deepening her harbor, and advancing her moral, educational and benevolent interests.

To keep pace with her progress and herald anew her advantages and claims, the Author sends out his Book thus Appended, with the earnest hope that it will contribute an essential part to the increased trade and reputation of our magnificent Metropolis.

THE CITY HALL.

AMONG the many objects of which Baltimoreans may be justly proud is the new City Hall.

It is one of the most elegant structures in the United States. Occupying the entire square on which it is erected, it stands out in bold relief, impressing the observer at every point of view with its gracefulness and grandeur.

The purity of the marble of which it is constructed, the consistency of its details, and the harmony of its proportions, all combine to produce the most pleasing effect.

The Architect has eminently succeeded in doing what is exceedingly rare in the design and construction of large buildings; he has given it that completeness, which merits and receives the enconium of the educated and ignorant, the connoisseur and boor alike; having produced an entire effect, without protruding any prominent feature at the expense of the rest. This completeness, this absence of an undue prominence of one idea, is indicative of the highest order of architectural skill—and it is with pride we claim the Architect, Mr. George A. Frederick, as a native Baltimorean, whose education was received in our own city—and we take this occasion of commending our City Authorities for giving one exception to the proverb, "a prophet is not without honor, save his own country," in employing in every department our own artisans.

In May, 1854, Mayor Hollins approved the ordinance authorizing the purchase of the entire square bounded by Fayette, North, Lexington and Holliday Streets.

In January, 1866, an act was passed authorizing the Mayor and City Council to build on this site a New City Hall, and on the 18th of October, 1867, the corner-stone was laid with appropriate rites and ceremonies, by the Grand Lodge of the F. A. A. M. of the State of Maryland, and an eloquent oration was delivered by our highly esteemed and justly distinguished fellow-citizen, Hon. John H. B. Latrobe, who still continues among us ever ready to give us the benefit of his talent and wisdom in all great enterprises, as well as in works of benevolence and art.

The Building Committee then in charge of the work were His Hon. the Mayor John Lee Chapman, President, Thomas B. Burch, John W. Kirkley, James Smith and Thomas C. Basshor, Esqrs.

In 1868 a new Committee was appointed consequent upon a change of municipal administration, consisting of His Hon. the Mayor Robert T. Banks, President, George A. Coleman, John Ellicott, Thomas J. Griffiss, George W. Stinchcomb, Ogden A. Kirkland and George A. Davis, Esqrs; and in October, 1869, the present Committee were appointed, viz: His Hon. now the Mayor, Joshua Vansant, President, J. Hall Pleasants, Samuel H. Adams, Ichabod Jean and John W. Colley, Esqrs.

A brief description will show it to have no superior in style and appointments.

The front length of the Building is 289 feet, the width 149 feet.

Its size may be inferred from the area which it covers, 29,000 square feet. The area of the square including the pavements being 50.500 feet.

Its general style is the Rennaissance, preserving the simplicity and dignity of the ancient, and adding sufficient of the modern to adorn without encumbering it. This is accomplished by dividing and relieving the extensive fronts and faces with projecting pilasters, columns and arches over the openings of each story, and graceful cornices, balustrades, parapets; all of which together enhance the grandeur that naturally belongs to great structures like this.

The general plan consists of a centre structure four stories high, and two connected lateral wings three stories high, with Mansard roofs. The centre preserves more distinctly the ancient order, terminating on the east and west fronts with pediments adorned by sculpture in high relief representing Trade, Commerce and the Arts. From the central roof rises the rotunda surmounted by a grand dome and lantern, composed of iron, in the construction of which six hundred and fifty tons were used. The dome at the base has a circumference of one hundred and seventy feet, divided into twelve parts by rich Corinthian columns, between which are arched windows. At the base of the lantern is a projecting balcony two hundred feet from the pavement, from which the most magnificent views may be obtained of the City and surrounding country and Chesapeake Bay, amply repaying the toiling ascent of the steps constructed within the wall. The entire height from the base to the finial is two hundred and fifty feet.

Above the windows and columns referred to, and at the base of the dome is the town clock; its four illuminated dial plates facing the cardinal points of the compass, and each plate five feet six inches in diameter; and each apartment is furnished with a clock-dial regulated by electricity from the dome clock.

In the lantern, "Big Sam," the City Bell, is placed, weighing 6,500 pounds, manufactured by Joshua Regester & Sons, of Baltimore—which strikes the hours, sounds the fire alarms, and is managed by electricity.

The heights of the stories are respectively, the cellar ten feet six inches; basement fifteen feet; first and second principal stories twenty feet six inches; the Council chambers and large Hall thirty-five feet.

Four large and commodious stairways are on each floor on spacious marble-tiled corridors. The rooms are well lighted, and heated by hot water on the indirect radiating principle, and ventilated by special ducts leading to four shafts eight feet square and one hundred feet high.

Each department is furnished with dressing rooms and all necessary conveniences, both public and private.

Although the building is strictly fire-proof, every department has secure vaults, very large, lined with iron and steel; the doors, which are of iron, were made by the American Steam Safe Company, of this City.

All the municipal offices are contained within the building. In the basement are the departments of the Water Board, Board of Health, City Commissioners, Inspector of Building, City Fire and Alarm Telegraph, Port Wardens, Inspector of Illuminating Gas, Board of Police and Detectives.

On the first principal story are the Governor's Room, the Mayor's Department, City Register's Office, Board of Finance, City Comptroller, Tax Department, City Counsellor, Board of School Commissioners, Park Commissioners and Harbor Commissioners.

On the second principal story are the First and Second Branch Council Chambers, each forty-two feet square and thirty-five feet high, and the large hall forty-two by one hundred and forty feet, thirty-five feet high; all finished in the most elaborate manner, in hard wood, with Corinthian pilasters in Scagliola of various colored marble highly polished, crowned by rich gilt caps cast of pure brass, and surmounted by an elegant entablature. The ceilings are covered and richly decorated. On this floor also are the Council Committee Rooms and City Library.

In the Mansard story the rooms are used for storage and safe keeping of the Municipal Records, beginning with those of 1797.

There is an entrance to the building on each street; the principal one on Holliday Street is by a marble portico, with six fluted columns and capitals of the Composite order. The door is in bronze of heavy dimensions, and beautiful in construction and design.

The whole building is furnished in the most approved manner; the furniture is of handsome style and finish; each apartment is supplied with that which is admirably

adapted to it; the desks, tables, cases, &c., are arranged in the most convenient order, and there is no more complete Municipal Hall in the United States.

From this description, together with the engraving on page 33, our readers at a distance may form a correct impression of our great City Hall. We may be allowed to indulge a seemly pride in this edifice, since it is pre-eminently the result of the genius and skill of our own workmen, built of stone hewn from our quarries and material wrought in our founderies and factories.

As it rears its lofty sides, white with the purest marble, and lifts its grand dome above the City which it represents, we feel that we have erected a monument which will stand for ages, commemorative of the dignity and strength, the culture and enterprise of the people of the Monumental City.

BALTIMORE AND OHIO RAIL ROAD.

OUR readers will find an accurate sketch of the rise and progress of the Baltimore and Ohio Rail Road on pages 285–290, which was prepared from the most authentic sources and with great care.

The magnitude of this Corporation and the importance of its relations to Baltimore justify us in devoting additional space to it as the great institution of the Monumental City.

The citizens of Baltimore should thoroughly acquaint themselves with its history, and appreciate its significance to their City, for no other City in the world has such a Road sustaining to it the same or similar relations, those relations being of such a nature and so intimate, that the two are really identical. The Road may truly be regarded as a part of the corporate existence of the City. Thus the interests of the two can never be antagonistic; they are mutually dependent on each other. We hold it, however, to be especially incumbent upon the citizens of Baltimore to foster and encourage this Road, and to manifest an enlightened appreciation of its splendid achievements in the behalf of our City.

Whatever of commercial greatness Baltimore to-day possesses, must in the largest measure be accredited to the Baltimore and Ohio Rail Road. The genius of its entire conduct from its origin has been to enhance the growth and importance of Baltimore. This was the inspiration of the movement that resulted in its organization, which appears in the language of the invitation of Mr. Geo. Brown and Mr. Philip E. Thomas to certain citizens to meet in consultation at Mr. B.'s residence on Feb'y 12th, 1827, "*to take into consideration the best means of restoring to the City of Baltimore that portion of the Western trade which has lately been diverted from it by the introduction of steam and other causes.*"

At every step in its progress this has been the ruling purpose of its Officers and Directors, to make it subserve the interests of Baltimore, and to be the great tributary to her wealth and commercial grandeur; and at the cost of personal ease, against the opposition of inveterate enemies, under the most perplexing discouragements, and with the pledge of their private fortunes, they have executed that purpose to a degree far beyond their most sanguine hope.

The original purpose of the founders of the Road was to connect Baltimore directly with the great West in order to make her the entrepot of its vast and growing trade; and this has been steadily prosecuted by every administration; they have never lost sight of this, as the chief point of attainment. The earlier administrations, guided by the consummate wisdom and commercial sagacity, and sustained by the financial strength of

CENTRAL OFFICE BALTIMORE AND OHIO RAIL ROAD COMPANY.

N. W. CORNER BALTIMORE AND CALVERT STREETS.

E. F. BALDWIN, ARCHITECT.

such men as the Brown's, Thomas', Carroll's, Oliver's, Patterson's, McKim's, Hoffman's, &c., surmounting obstacles that would have defeated ordinary men, completed the Road to Cumberland; at that time considered a marvellous achievement of financial and engineering skill. From this point it was vigorously pushed on by those who are still among us, the true representatives of the wisdom and commercial activity of Baltimore, under the most trying circumstances and in seasons of great financial depression, until it reached the Ohio River at Wheeling on January 1st, 1854.

The present administration, with a zeal not surpassed by their illustrious predecessors, and with a generous yet judicious spirit of enterprise, have adhered to the text of the original founders and enlarged upon it, carrying it out into relations which even their penetrating and expansive vision had not caught. The Baltimore and Ohio Rail Road has not only *reached* the Ohio River, as meditated in 1827, but it is advancing Westward with its mighty tread, touching lakes, crossing rivers, penetrating forests, enchaining Cities, and if we mistake not the profound intent of its present powers, destined to plant its stations on the Pacific Coast and bring the wealth of the Indies, the trade of China and the Isles of the Sea, into our waiting arms.

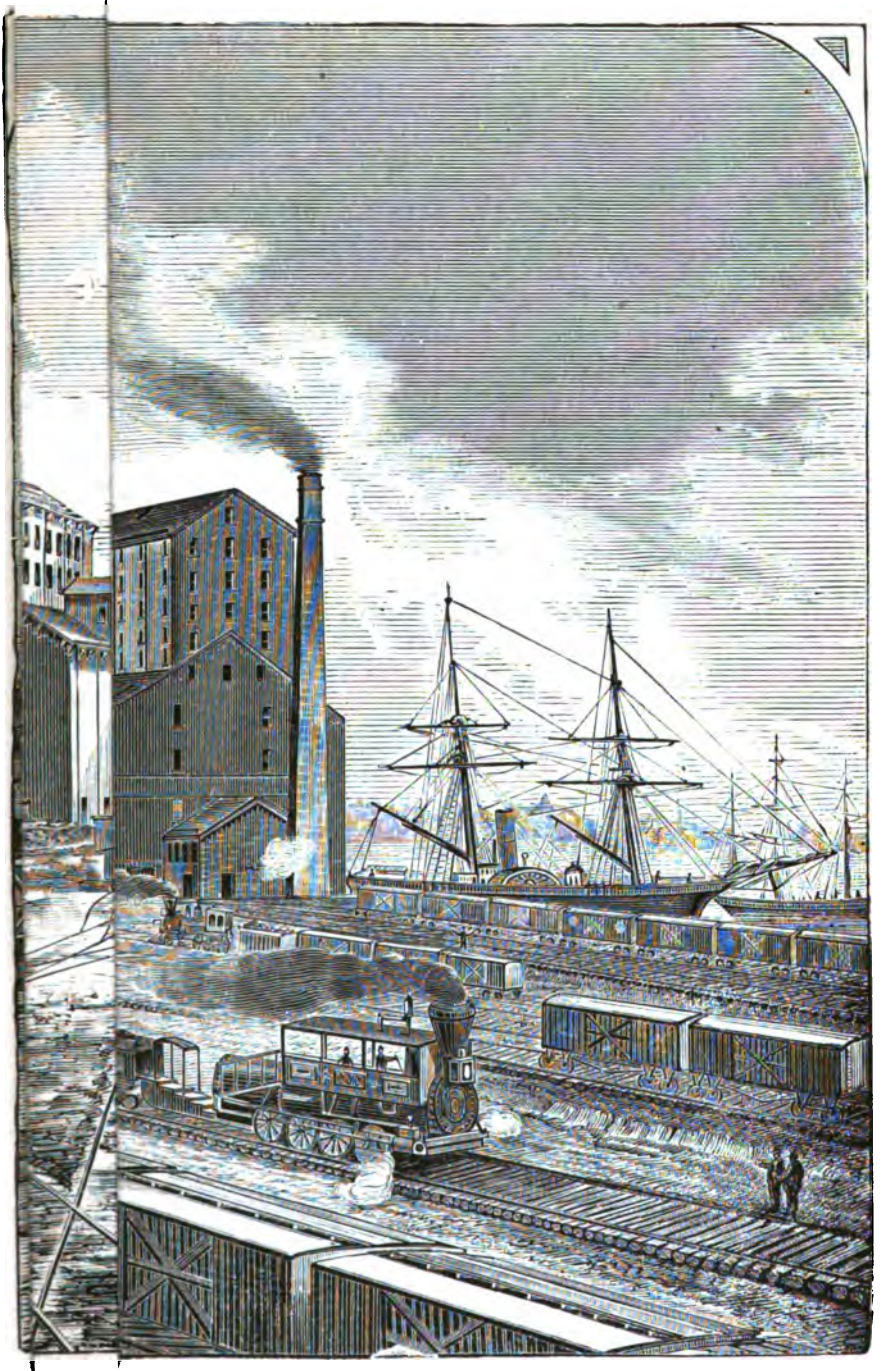
We have alluded in our former article to the extensions and connections of the Road in the West and South. These have been effected by uniting with and leasing other roads, and constructing new lines running through the richest sections of Virginia and the Western States; thus opening up and bringing into direct communication with Baltimore the whole West, with its illimitable resources.

The latest triumph of the enterprise of this Company is the CHICAGO EXTENSION. This extension begins at Lake Erie junction, 89 miles North of Newark, Ohio, and runs midway between the Lake Shore and Michigan Road on the North, and the Pittsburgh, Fort Wayne and Chicago on the South, passing through a series of flourishing towns; the entire distance from Lake Erie junction to Chicago being 268 miles—the road deviating as little as possible from an air line, having low gradients and favorable curvature.

The utmost caution was exercised in its construction, and it is unsurpassed by any other Road in the country. An important feature of this Road is the numerous connections which it makes with other Roads converging towards Lake Erie and Buffalo, thus draining all portions of the Northwest and shortening the distance between Chicago, Toledo and other important points. At the Junction with these Roads elevators are to be erected for the rapid and economical transfer of grain. Ten or more are now in the course of erection along the line, which, by the increased facilities they provide for the farmer and grain operator, will secure an immense trade to the Road. The Company has secured one of the most desirable and convenient locations in the City of Chicago for its passenger and freight stations, and has formed close and amicable relations with other lines terminating on the Lake Front, and has made arrangements for securing access to the immense stock and lumber yards, elevators and packing establishments of that enormous City. At South Chicago the Company has purchased 40 acres, upon which will be erected its water stations, machine and construction shops, &c. It has also secured ample Dock facilities, and is in every way thoroughly equipped to compete for and do the carrying trade of Chicago and the Northwest, and bring it to our doors.

By this extension Chicago is 152 miles nearer to Baltimore than to New York, over a road of the lowest grades, with a minimum tariff on freight and passenger travel.

The Map which accompanies this article gives a better and more complete view of this great Road, with all its extensions, than can a verbal description. From that appear not only the magnitude and extent of the relations of that Road, but the eminent wisdom with which the extensions have been laid out; penetrating in each direction the richest sections of the country, and binding to Baltimore by the shortest routes, the great cities of each section. In order to impress this fact upon the country we herewith give a table of comparative distances, which speaks more powerfully for Baltimore than the most eloquent appeal.



TEALTIMORE.

VIADUCT HOTEL, RELAY STATION.

DISTANCES FROM BALTIMORE AND NEW YORK.

FROM CHICAGO.

To Baltimore via Baltimore and Ohio Rail Road..... 815 miles.
To New York via New York Central Rail Road..... 980 "
" via Erie Rail Road..... 961 "
" via Pennsylvania Rail Road..... 899 "

Less to Baltimore than the average distance to New York, 132 miles.

FROM ST. LOUIS.

To Baltimore via Baltimore and Ohio Rail Road..... 929 miles.
To New York via New York Central Rail Road.....1167 "
" via Erie Rail Road.....1201 "
" via Pennsylvania Rail Road.....1050 "

Less to Baltimore than the average distance to New York, 210 miles.

FROM LOUISVILLE.

To Baltimore via Baltimore and Ohio Rail Road.. ..... 696 miles.
To New York via New York Central Rail Road..... 989 "
" via Erie Rail Road..... 987 "
" via Pennsylvania Rail Road..... 851 "

Less to Baltimore than the average distance to New York, 246 miles.

FROM CINCINNATI.

To Baltimore via Baltimore and Ohio Rail Road..... 589 miles.
To New York via New York Central Rail Road..... 882 "
" via Erie Rail Road..... 861 "
" via Pennsylvania Rail Road..... 744 "

Less to Baltimore than the average distance to New York, 240 miles.
Less from Pittsburgh to Baltimore than to New York.....104 "

From all points South of Baltimore the distance in her favor is 200 miles. Thus the Baltimore and Ohio Rail Road has not only put in the power of Baltimore to compete with the other cities of the Atlantic Coast for the Western trade, but has made her to surpass them all in her facilities and advantages.

But the vision of this Company has not been confined to the West. Looking at the signally advantageous position of Baltimore at the head of our magnificent Bay—so far inland and yet with an admirable harbor—its attention was directed across the ocean to the ports of Europe, and it was determined to make it the entrepot of European trade. Mr. Garrett, as the present honored and efficient President of the Company, appreciating the advantages of our situation, inaugurated the enterprise of establishing a line of steamers between this Port and Europe, declaring that this would place Baltimore in the front rank of the commercial cities of the world, a prophecy rapidly approaching fulfillment.

Thus having provided every facility for bringing both the inland and oceanic trade to Baltimore, the Company has, at an enormous expense, made every accommodation for it in the City itself.

The terminal facilities which have become indispensable to the increasing trade of the country are vastly superior to those of any other City in the East. These consist of the

TIDE WATER FREIGHT AND SHIPPING DEPOT AT LOCUST POINT.

LOCAL FREIGHT AND RECEIVING STATIONS ALONG THE CITY WATER FRONT.

CAMDEN STATION.

MOUNT CLARE STATION.

LOCUST POINT is the marine terminus of the Road. The Company owns about 80 acres, with a water front of 3600 feet. The Point derived its sole importance from the coal trade, until the establishment of the line of steamers, when the present extensive improvements were begun which appear in the engraving; these consist of large piers for

the ocean steamers, which are covered by iron sheds, into which the cars are run on double tracks.

The Docks alongside and between these piers are 100 feet wide and sufficient to accommodate 4 or 5 steamers at once. Freight can be transferred directly from the hold of the vessel to the cars, thus economizing in time and expense in the handling of cargoes.

The accommodations for emigrants are also very complete. There is an office of a German Banking House on the pier, next to which is a ticket office, and the emigrants can exchange their foreign notes for current money and purchase a ticket to any part of the country; and without any delay and extra expense can enter the cars of the Baltimore and Ohio Rail Road and proceed to their destination.

On Locust Point also the Company has erected two immense Grain Elevator Buildings, which occupy a conspicuous position in the engraving. Their capacity is over 2,000,000 bushels of grain. They contain 331 storage bins, 21 receiving and 11 shipping elevators, which are furnished with every facility for the rapid transfer of grain.

Between the Elevators is the Rail Road Ferry, for the transfer of freight to the Canton side, where connection is made with the Philadelphia, Wilmington and Baltimore Rail Road, which forms a continuous through freight line from New York and the East, to the South and West.

Between the Rail Road Ferry and the large Elevator, a Coffee Warehouse is building of immense dimensions, and a Sugar Warehouse is projected on a similar site. The effect of these extensive improvements, as it is the design of the Company, will be not only to increase importations at this port, but to enlarge the commerce of Baltimore by drawing hither additional steamers and sailing craft; attracting them by offering tonnage at the lowest rates, and making this the most profitable and convenient port of entry for the whole country, South, West and Northwest.

Our space does not permit us to particularize concerning the facilities provided along the water-front, at Mount Clare and Camden Station. It is only sufficient to note, that in the way of handling cars, transferring freight, and storage, the arrangements are most ample and complete, so that no City or Rail Road in the country can present better inducements or offer greater facilities to trade and commerce.

In its great desire to increase the commerce of the city, and the transportation of freights, the Company has not been unmindful of the comfort and convenience of the travelling public. Elegant and luxurious coaches are manufactured at the Company shops, provided with all possible conveniences for passengers. But a special feature of this Company, which indicates its superior wisdom and consideration, is the system of Rail Road Hotels which it has adopted. At Benwood, Parkersburg, Grafton, Cumberland, Martinsburg and Washington Junction, hotels have been established, where passengers are served with first class meals and accommodations. All of them are kept in the very best manner, and have already proved the practical wisdom of the Company in the great influence which they have exerted in determining passengers to this route.

A slight review of the history of the trade of Baltimore will show the effect of the Baltimore and Ohio Rail Road upon it, and reveals the fact that the large increase of both inland and oceanic trade is immeasurably due to the facilities which it has regardless of expense provided. We select but two departments as illustrative of this, the Coal and Grain trade.

In 1843, when the Road was finished to Cumberland, the tonnage for the year was 4,964; in 1845, when the terminus was made at Locust Point, it suddenly increased to 108,000 tons; and since the additional facilities were provided there, it has multiplied steadily, and in 1873 amounted to 2,019,718 tons.

The benefit of the terminal facilities offered by the Road is even more apparent in its grain traffic. The opening of its first Elevator, Feb'y 23d, 1872, increased the receipts of that year to 6,049,430 bushels, and necessitated the erection of the new and larger Elevator of double its capacity. In 1873 the amount received was 7,510,657.

The effect of these accommodations is seen in the exportation from this port. In 1870 the amount was not worth recording. In 1871, 3,004,868 bushels. In 1872, 5,232,163. In 1873, 7,251,717. At this rate of increase alone we will soon compete with New York, as we are now second only to that city in grain exportation.

Having presented in a general way such facts as we deemed important in showing the magnitude of this Road, and its incalculable importance to our city, it will afford an additional element to our pride and satisfaction in it, to know its financial standing. It is established upon the soundest financial basis, having no *watered* stock, no large *nominal* capital upon which it must earn dividends—but with an actual capital sufficient for all practical purposes, with economy of distances, at reasonably low rates to attract and retain the growing business of the West, the Road has steadily prospered until it enjoys the confidence of the world, as evinced by a loan of $15,000,000 at the lowest rate of interest, negotiated by Mr. Garrett during his recent visit to Europe, at the time our country was passing through a fearful financial crisis; and when the New York Central and Erie Companies found it hard to meet their current obligations, the Baltimore and Ohio Rail Road paid two dividends of 5 per cent. each and increased its surplus fund $2,880,861.82.

The Company has uniformly pursued the policy of making moderate dividends and applying the surplus earnings in the construction of new works and securing valuable connections, until with a nominal capital of $16,711,100 has, by investing its undivided earnings, a surplus fund of nearly $30,000,000. By this policy it has been enabled, by cash contracts, to have many of its most important enterprises affected at the lowest cost, as, for instance, its Chicago Extension, which was built at the extremely low rate of $23,000 per mile. When the history of the Baltimore and Ohio Rail Road shall be written, as it ought to be by a competent hand, it will present one of the most interesting volumes of American enterprise and skill, and will signalize the men by whom it was originated, and those through whose genius and resolute will it has been carried on to its present colossal proportions.

The Presidents of the Company, with order of their succession:

Philip E. Thomas, Esq., Hon. Louis McLain, Hon. Thomas Swann, W. G. Harrison, Esq., Chauncey Brooks, Esq., John W. Garrett, Esq.

The Hon. J. H. B. Latrobe, now the Company's senior counsel, has been in the service of the Company uninterruptedly from the commencement of the earliest surveys.

The first Board of Directors was composed as follows:

Charles Carroll of Carrollton, Wm. Patterson, Robert Oliver, Alexander Brown, Isaac McKim, William Lorman, George Hoffman, Philip E. Thomas, Thomas Ellicott, Talbot Jones, William Stewart, Solomon Etting, Patrick McCaulay and John B. Morris, the only surviving member.

CENTRAL OFFICE OF THE BALTIMORE AND OHIO RAIL ROAD CO.

THE vast expansion of the Freight and Passenger Traffic of the Road demanded greater accommodations, and a centrally located Office, both for the convenience of the Road and the travelling public. In consideration of this the Company purchased the most eligible site in the City, on the north-west corner of Calvert and Baltimore Streets, upon which the old Baltimore Museum stood, and are now erecting one of the finest structures for this purpose in the United States. One which will be an ornament to the City, and worthy of the Road.

As seen in the Engraving, it will be five stories high with an attic, in the style of the Rennaissance. The walls to be of fine cut granite, with red Scotch granite columns to the porticos and windows, surmounted with elegant carved capitals.

The main entrance is to be on Calvert Street, and consits of a handsome portico thirty-six feet high, with red Scotch granite columns. Over the doorway the spandrel panels are to be enriched with carved cornucopias of grain and fruit.

The whole building will be surmounted with a heavy balustrade, and over the pediment on Calvert Street will be a pannel fifteen feet high, with the name "Baltimore and Ohio," in raised letters.

The interior will be arranged in the most convenient manner, and elegantly furnished.

The Building is the design of Mr. E. F. Baldwin, in charge of the Architectural Department of the Road, upon whose skill it reflects great credit, and our citizens will not only take a pride in it as a splendid contribution to the beauty of Baltimore, but find it a great convenience.

UNION ELEVATOR.

IN our article upon CANTON, to which we call special attention as a complete description of that valuable and enterprising adjunct to our City, we indicated on pages 283 and 284 certain enterprises which had been recently undertaken, and were then proposed; among which were the construction of Elevators for the handling of grain. We are enabled to record the completion of at least one of these, which together with those already and about to be erected will constitute Baltimore the best grain entrepot on the Atlantic coast.

Mr. John Gardner, of great enterprise and large experience in the construction and use of Elevators, having thoroughly identified himself with the interests of our City, and in spite of herculean difficulties has triumphantly suceeeded in the erection of one of the best appointed Elevators in the country, which will be seen in the Engraving is ornamental as well as an immense advantage to Baltimore.

In April, 1873, he obtained permission of the Canton Company to erect an Elevator and Warehouse at the foot of Fifth Avenue, and the Company, with its usual promptitude in advancing all true interests and encouraging enterprise, placed at his disposal nine hundred feet of tide-water front, including Fifth to Sixth Avenues. It further advanced him a most liberal sum to enable him to prosecute the work. He immediately improved the opportunity thus generously offered, and was ready at the beginning of 1874 to transfer grain.

The building consists of an Elevator of large capacity, and storage floors. The important feature of this Elevator is its great capacity for the transfer of grain, &c., and in this respect exceeds that of other Elevators.

The arrangements for passing grain from cars to vessel lying along side of the piers are most complete. The piers are so arranged that vessels can discharge cargoes on one floor and receive from the other at the same time, thus economizing both time and labor.

Steam power is used, and so employed that freights can be moved from one floor to the other and hoisted from vessels simultaneously, and thus with a depth of water to accommodate vessels drawing twenty-two and twenty-four feet, Baltimore possesses the perfection of terminal facilities. There is in addition an outside berth where bulk grain can be transferred from barges or vessels to ships in waiting by means of a ship-leg. The grain can also be thoroughly cleaned by means of a powerful improved cleaner. Every precaution against fire has been taken. A tank containing 2,500 gallons of water is placed at either end, with connecting and distributing hose at proper points.

An Artesian well, in connection with the Elevator, has been bored, whose flow of water is very strong and abundant. It is sixteen inches in diameter, and furnishes not only the

GARDNER'S
UNION RAILROAD DEPOT
ELEVATOR & STORAGE.

boilers but the vessels with the purest water without changing their berths. There is another convenient arrangement by which steamers can "coal" direct from the Elevator while receiving their cargoes; and facilities are now being provided for the deposit of coal from the Northern Central Railway and Western Maryland Rail Road, by which Canton and the Union Elevator can accommodate all that can be shipped hither.

These complete arrangements in connection with the concentration of Rail Road lines from the North, South and West, and the completion of the two magnificent tunnels, the "Union" and the "Baltimore and Potomac," give to this locality an advantage which should command the attention of producers and shippers.

Our citizens have not yet begun to appreciate the bearing of these improvements at Canton upon the wealth and growth of the City, but the few sagacious minds who have begun and prosecuted them, understood their relative importance to us, and with consummate foresight and princely expenditure they have aided in doing that which will yet make Baltimore illustrious among the great seaports of the world, and second to none of the cities of the United States in trade and manufactures.

RECEIPTS OF GRAIN AT THIS PORT DURING THE PAST TEN MONTHS TO NOVEMBER 1ST, 1874—(see page 129.)

Wheat	5,668,532 bushels.
Corn	7,928,896 "
Oats	1,013,932 "
Rye	113,004 "
Total	14,724,364 "

NUMBER OF CATTLE, HOGS AND SHEEP RECEIVED IN BALTIMORE FOR THE TEN MONTHS ENDING NOV. 1ST, 1874—(see page 250.)

	Cattle.	Hogs.	Sheep.		Cattle.	Hogs.	Sheep.
January	8,207	32,377	10,454	July	10,043	29,670	25,907
February	5,988	34,130	6,950	August	11,087	28,490	24,437
March	4,438	26,010	7,497	September	15,545	23,386	23,425
April	6,313	39,802	10,958	October	30,828	36,381	21,687
May	4,902	31,972	13,906				
June	5,623	27,448	18,177		102,974	309,766	163,398

BALTIMORE CAR WHEEL COMPANY.

FEW, if any, of our manufacturing enterprises are of more importance to us than our iron manufacture. Made out of the very ground under our feet, the full price of every pound of Baltimore iron that is sold is an actual addition of that amount to the material wealth of Baltimore. About 20,000 tons of the best "wheel iron" in the world are made here annually. For many years nearly the whole of this yield was shipped *in the pig* to distant points. The Baltimore Car Wheel Company's Foundry, recently erected at Canton, now converts a large quantity of this iron into car wheels of the very best quality, and promises ere long to consume all that is produced here.

At the great Industrial Exposition held at Cincinnati from the 1st to the 30th of September, 1874, general attention was drawn to this Company's wheels, which were sub-

jected to a series of very severe tests by a committee appointed for that purpose by the officers of the Exposition. The committee consisted of Mr. H. M. Britton, Chief Engineer and General Superintendent of the White Water Valley Railroad and President of the American Railway Master Mechanics' Association; Mr. Samuel M. Cummings, Master of Machinery of the Pittsburgh, Fort Wayne and Chicago Railway, and Mr. Alexander Gordon, of the Niles Tool Works.

A very interesting account of these tests appeared in the Railway Gazette of October 10th, 1874. We have only space for a short extract. An engine truck-wheel of the neat hollow-spoke pattern was placed in one of the powerful wheel presses exhibited by the Niles Tool Works. With a bearing of four inches on the outer rim at top and bottom, the maximum power of the press (400,000 lbs.), brought to bear directly upon the centre of the opposite side, had no effect upon it. Nor could a fracture be made with a taper steel pin ¼ inch larger at its thickest end than the "bore" of the wheel, into which it was driven up to the maximum pressure of 400,000 lbs., without the wheel showing a sign of giving way. When afterward broken under a drop, it showed a uniform chill of ⅜ inch and soft gray metal of uniform thickness of a little less than ½ inch in the arms and ribs. Below we give the report of the committee:

CINCINNATI INDUSTRIAL EXPOSITION.

CINCINNATI, O., September 25, 1874.

At the request of Mr. W. S. G. Baker, President of the Baltimore Car Wheel Company, we, the undersigned, acted as a committee to test the strength of his wheels by different processes, as follows:

Wheel No. 1 was a 30-inch double-plate car-wheel, weight 460 lbs., having 12 11-16 in. holes drilled through and across the diameter. Six taper steel pins, 7 inches long, ¼ in. at one end and 1 in. at the other, were alternately driven by a sledge-hammer weighing 26½ lbs.; 148 blows were struck, when it showed a crack to the rim. It then required 36 more blows to make the fracture complete. The wheel showed a uniform chill of 5-16 in.

Wheel No. 2 was a horse-car wheel, single-plate, and required 23 blows of the same sledge to break the web, which was about ⅜ in. thick, and 43 more blows to break a piece out of the rim. It showed a uniform chill of ⅜ in.

Wheel No. 3, a 31-inch double-plate car-wheel, was placed in a hydrostatic press, so that it had 5½ inches bearing on the upper and lower rim. It required 250,000 lbs. to break it in two. The pressure was brought to bear directly on the hub. Uniform chill of ¼ in.

Wheel No. 4 was a single-plate 30-inch car-wheel, weight 460 lbs. This wheel was broken by same press, but the maximum hand of guage having caught, we could not determine the pressure. Uniform chill of ⅜ inch.

Wheel No. 5 was a 26-inch engine truck-wheel. This was a cored arm and rim pattern, weight 445 lbs., and was forced on an axle 1-16 in. larger in diameter than the bore of the wheel, at a pressure of 300,000 lbs. It was then removed from the axle, and underwent the same test as No. 3, with a pressure of 400,000 lbs. without a fracture; this being the full capacity of the press.

Wheel No. 6 was a single-plate 30-inch car-wheel, weight 460 lbs., and underwent the same test as employed in No. 1, requiring 133 blows on pins before a fracture could be seen, and then 92 more blows were required to break a section from rim, when an even chill of ⅜ inch was shown, and a soft fibrous plate.

Wheel No. 7 was a double-plate 33-inch car-wheel, weight 510 lbs., pressed on an axle, having a taper of 3 16 inch in 7 inches, and having bearings on outer rim same as in No 3. This required a pressure of 100,000 lbs. on the centre of hub to crack the plates, and the wheel was not broken open.

(Signed) H. M. BRITTON,
S. M. CUMMINGS,
ALEX. GORDON,
Committee.

THE HARBOR.

ON page 82 reference is made to the harbor of Baltimore and to certain improvements in the channel. Since the publication of this book these improvements have been completed, which are of such importance as to demand further notice.

Two main channels have been widened and deepened, called the Brewerton and Craighill channels. The Brewerton extends from Fort McHenry by a direct line to a point one and a half miles below Fort Carroll, and thence in another straight line 9 miles, to the ship channel entrance buoy, 4½ miles below North Point. It is 150 feet wide, with a depth of 22 feet at mean low water; $304,317 were expended in its construction.

The Craighill channel was commenced in 1866 and completed in April, 1874, under the direction of Col. W. P. Craighill, of the U. S. service, at an expense of about $400,000. The channel is 250 feet wide, with a depth of 24 feet at mean low water.

There were added to the width of Brewerton channel 100 feet, which give to the harbor continuous channel to the deep waters of the Bay.

By the ingenious management of Col. Craighill, in making the narrowest parts of the channel where the sides are of soft mud, so that if struck by a vessel no injury ensues, and where the material is hard increasing the width to 400 feet, he has supplied the great need of our port, viz: a channel wide and deep enough for the largest vessels engaged in ocean commerce to pass easily and safely.

The value of this to Baltimore cannot be overestimated, and taken in connection with the geographical position, at the head of the Chesapeake Bay, from 100 to 200 miles nearer to the great cities of the West than any other Atlantic city, enables her to offer the greatest advantages to the trade in exporting and importing.

BALTIMORE PRODUCE EXCHANGE.

THE rapid growth of the population of the United States and its accumulation in large cities have greatly increased the consumption of all kinds of provisions, and this has necessitated a special as well as general classification of the trade of these articles. Thus the Dairy and other product have become a separate department of trade, and constitute a very large proportion of the business of the country. The traffic in Butter, Cheese and Eggs is especially very heavy. The amount of capital invested in it is enormous, and will surprise not only the public but those engaged in the trade.

The statistics show that the Butter product of the United States is $436,000,000; Cheese product, $60,000,000; Egg product enormous, figures not known.

The trade having grown to such proportions in our city, the gentlemen engaged in it determined to organize an Exchange, and on August 1, 1874, the Baltimore Produce Exchange was established, with the following officers: Edward L. Kemp, President; Daniel F. Pope, Vice-President; Ed. B. Owens, Treasurer; Mark J. Cornell, Secretary, and eight Directors.

With this Exchange every facility is offered to the trade in this city, and producers may be assured that they have advantages for the disposal of their articles not surpassed in any other city.

PEABODY INSTITUTE.

(SEE PAGE 38.)

THE Peabody Institute has four separate departments—a free reference Library, a Lecture Department, a Conservatory of Music, and a Gallery of Art. The Library now contains 56,000 volumes of books in a thousand different languages and dialets; and it has a fair representation of the most valuable literature of the world. As a consulting library it contains few modern novels and no juveniles whatever, but it possesses a large collection of books representing the light literature of the past, and of books in belles lettres, history, biography, geography, travels, antiquities, philosophy, philology and science in all its branches; and it receives 278 serial publications, representing the best periodical literature of the day and the most advanced science of America, England, France and Germany. All of these are offered to the public without money and without price. The library is absolutely free, strangers having the same rights and privileges as citizens. It is open every week day from 9 o'clock, A. M., till 10, P. M. The reading room is a large, comfortable apartment, well warmed, well lighted, and free from noise.

The Institute gives from 30 to 120 lectures every winter, at merely nominal prices for admission. In its General Course about 30 lectures are delivered by the most distinguished scholars, literary and scientific, that can be procured, and all lectures requiring it are fully illustrated. The charge for admission to these 30 lectures is $1.50, an average of five cents for each lecture. The experiments at the lecture often cost more than the amount of admission fees.

Several courses of Class Lectures, each course running through the entire lecture season, are also given. The lectures are intended to give more extended instruction in language, literature, and science, than can be given in the more popular lectures of the general course. Usually during each season one of the class courses on literature is given in the French language and one in German. To these will be added Italian lectures so soon as required.

The Conservatory is designed to give a thorough education in vocal and instrumental music. Besides cultivating the voice, and giving lessons on the various musical instruments, it gives instruction in harmony, thorough bass, counterpoint, form, figure, composition, instrumentation, reading, and orchestral playing.

During each season a course of lectures is delivered by the Director on the history of music and on the great composers and their works. A series of Symphony Concerts, at which the best works of the great masters are performed by a trained orchestra, led by the Director of the Conservatory, and numerous concerts by the students are given at regular intervals during the winter. Professors of the highest grade of excellence, most of whom have been trained in the great schools of Europe, are employed as teachers. The students are instructed in classes at less than one-fourth the prices at which instruction of the same grade can be procured from private teachers, and they have free admission to all the concerts of the Institute besides.

The Gallery of Art must await the completion of the new building before it can properly be said to have an existence. It has, however, three beautiful pieces of sculpture on exhibition at the Institute—* the Clytie, by Rinehart, a bust of Pocahontas, by Powers, and a copy of an antique marble, the crouching Aphrodite. It also possesses a full copy in plaster of the frieze of the Parthenon, and about fifty of the most celebrated antique and other marbles, but it has no proper place for exhibiting them.

An extension of the Institute building, which will more than double its capacity, and will furnish ample accommodations for all its departments, has been begun on Mount

* See page 73.

Vernon Place. The new part, like the present building, will be built of white marble and in the Grecian style of architecture. The entire structure will have a front on Mount Vernon Place of 170 feet, and on Charles street of 150 feet.

The annual amount derived from the funds and available for the support of the Institute is $50,000.

Having given a complete description of the Peabody Institute in the body of this book on pages 38, 39 and 40, and a full account of its various departments above, it is eminently proper and desirable that our citizens should hear from Mr. Peabody himself in reference to his munificent gift to our city.

On the occasion of the dedication of the Institute, October 25th, 1866, at which he was present, and formally received by the Trustees and our citizens, Hon. Thomas Swann, then Governor of the State, addressed him, on behalf of the city, in an appropriate and eloquent speech, saying:

* * * * * * * *

"We receive you, sir, not as a stranger. Your early life was commenced here in this city, partly in our State. The sympathies and associations contracted here have followed you throughout life. In the financial crisis of 1837, which spread over this whole Union, affecting more or less almost every State within our limits, when we required countenance and support abroad, you, sir, stood the fast friend of the State of Maryland [applause], and by your efforts, by the weight of your great name, pointed us to that career of prosperity and success in the management of our financial affairs, which has placed us to-day, I will not say in advance, but by the side of the most prosperous of our sister States.

"And we are here to announce to you that this great Institution is now ready to enter upon the work of practical development in the great cause of human advancement, which it was your purpose to accomplish in the letter of instructions which you placed in the hands of the Trustees entrusted with this charge.

"And no man, Mr. Peabody, whether living or dead--in this country or any country—has attracted a larger share of the public attention by works of disinterested charity and benevolence. [Applause] You have not lived for yourself alone. Two hemispheres attest your princely liberality. Retiring to your native country, after so many years' absence, crowned with all the honors that human applause can bestow upon a private citizen, not excepting the applause of royalty itself, I feel proud, standing within the walls of this noble Institution, the work of your own hands, for which we are indebted to your unaided liberality, to say, sir, that I speak here to-day, not only the sentiments of the vast crowd before me, but of the whole State of Maryland, when I assure you, that in honoring George Peabody we honor ourselves." [Applause.]

To which Mr. Peabody replied:

* * * * * * *

"But I am sure you will pardon me, my fellow-citizens, if on one point to which Governor Swann has eloquently alluded—the spirit of harmony in which all should be carried out—I speak a few words, coming as they do from the very depths of my heart, and appealing to you, *you* the people of Baltimore, with whom rests the success or failure of this Institute. For, as years advance, and what were forebodings for the future have become merged in the past, the earnest desire for unity and brotherly feelings which I cherished and expressed ten years ago, in the terms referred to by the Governor of Maryland, has become deeper and more intense. It is my hope and prayer that this Institute may not only have and fulfil a mission in the fields of science, of art and of knowledge, but also one to the hearts of men, teaching always lessons of peace and good-will, and especially that now it may in some humble degree be instrumental in healing the wounds of our beloved and common country, and establishing again a happy and harmonious Union—the only Union that can be preserved for coming ages, and the only one that is *worth* preserving.

"To you, therefore, citizens of Baltimore and of Maryland, I make my appeal, probably the last I shall ever make to you. May not this Institute be a common ground, where all may meet, burying former differences and animosities; forgeting past separations and estrangements, weaving the bands of new attachments to the City, to the State and to the Nation. May not Baltimore, her name already honored in history as the birth-place of religious toleration in America, now crown her past fame by becoming the day-star of political tolerance and charity; and will not Maryland, in place of a battle-ground for opposing parties, become the field where milder counsels and calm deliberations may prevail; where good men of all sections may meet to devise and execute the wisest plans for repairing the ravages of war, and for making the future of our country alike common, prosperous and glorious, from the Atlantic to the Pacific, and from our Northern to our Southern boundary."

And in an address to the children of the Public Schools, who surrounded him as he spoke, he said:

* * * * * * *

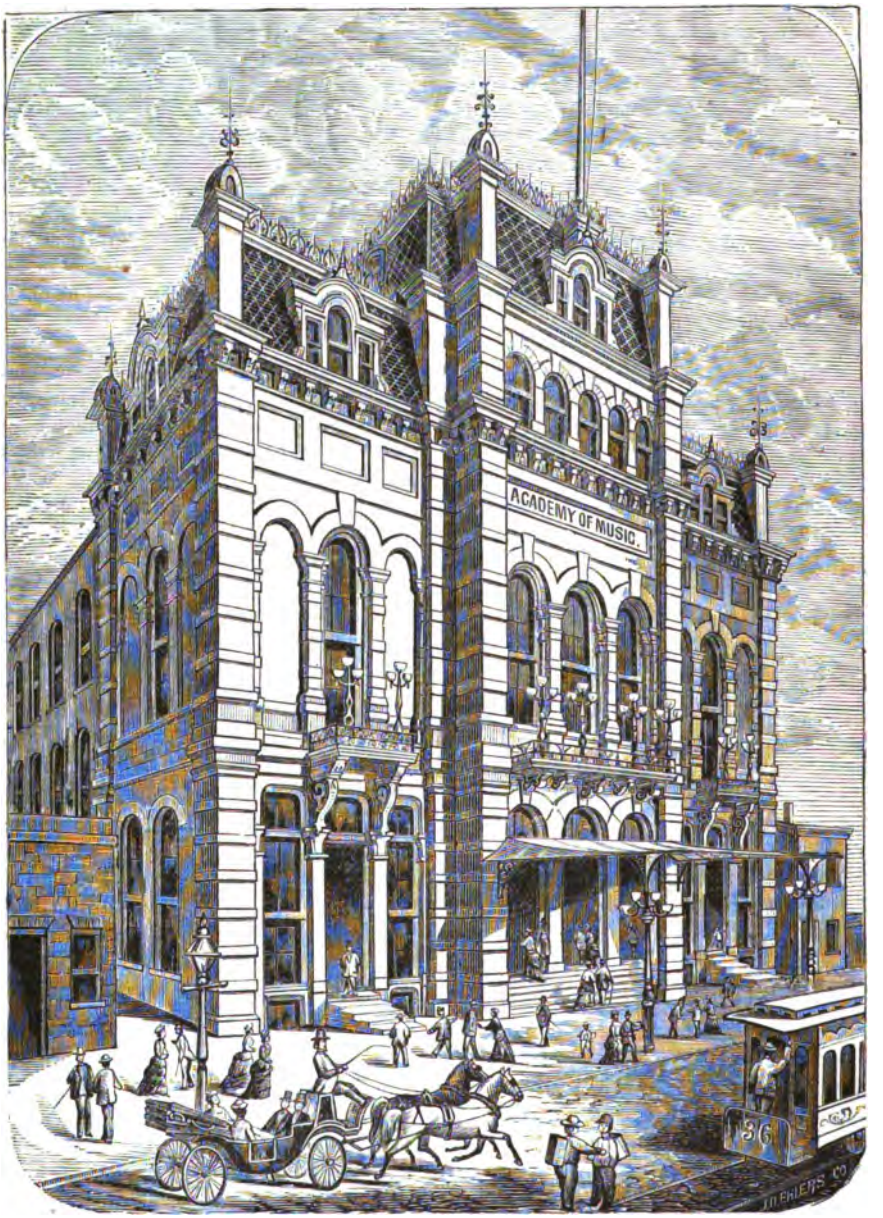
"With such an assemblage as this, therefore, I am glad to have my name associated, as I see that it is, by the badges worn by many of you, and I shall feel it to be a very great honor if the medals thus bearing my name shall continue, as I am informed they have heretofore done, to prove incentives to application, diligence and good conduct, and I shall ever take a sincere interest in those to whom they are awarded.

"There is another relation in which I look upon you, and that is the future guardians of the Institute from which I speak to you. For in a few short years you will have left the places you now occupy, and taking the positions of those at present in active life, will have the care and enjoy the privileges of this Institution. And I hope most earnestly that it may be the means of all the good to you that was contemplated in its foundation, and that you, on your part, may see that it is carried on always with kind feelings and harmony. And so I trust, my dear young friends, that in passing by this edifice—young as you are now—you will feel in looking upon it, not that it is one for grown up men and women, and with which you have no concern, but that it is yours also; that you will at no distant day have a right in it as your heritage, and so will even now in your tender years take an interest in it and all things connected with it.

"I have now but little advice to give you, for I am sure that your parents and teachers have bestowed, and will always bestow upon you, the kindest and most earnest counsel; but I would say, attend closely your studies, and remember that your close attention to them is a thousand times more important to you than to your teachers. Bear in mind that the time of your studies, though it may now appear long to you, is in reality very brief, and at a future day, when it is perhaps too late, you yourselves will feel that it is so. Do not be ashamed to ask advice and take counsel from those older than yourselves; the time will come when you, in your turn, may advise those younger than you, and who will follow in your footsteps. Strive always to imitate the good example of others. I am glad that your assemblage is in this most interesting place, for I hope that your future recollections of this occasion may be connected with the thought of him whose statue crowns yonder beautiful monument, the illustrious Father of his Country, and that you may be induced to take him more and more for your model; for he, pre-eminently great among men, was also great and good in his boyhood and youth.

"Finally, strive always to act as if the eye of your Heavenly Father were upon you, and if you do this, His countenance will always smile upon you."

May the people and youth of the Monumental City honor the memory of this great and good man, by employing this Institute as he intended, and by enacting in their lives the pure and noble sentiments with which he accompanied his princely gift at its dedication.



ACADEMY OF MUSIC, BALTIMORE.
(NORTH HOWARD STREET.)

*The Author acknowledges the courtesy of the proprietors of the Baltimore Gazette for the use of this Cut.

THE ACADEMY OF MUSIC.

BALTIMORE, not to be behind her sister cities in the department of Music and the Drama, has erected an Academy of Music, which is unsurpassed in the United States. About two years ago a number of our most highly cultivated and enterprising citizens projected and liberally subscribed towards it, and though we had a number of fine edifices for the purposes of the drama and music, such as *Ford's Opera House, Concordia Building, Masonic Temple, Raine's Hall, &c., there was no building, which, in all respects just suited the wants of our community, and that could compare with the grand halls of other cities. But, on the completion of this building, we have one that will compare favorably with any similar structure in the world, which includes spaces and features not found in any other. Its magnitude may be inferred from the size of the lot which it covers, 120 feet by 250. Its facade is in the Romanesque style, and rises to the height of 100 feet, presenting an imposing view. The grand entrance on Howard street is through arched doorways into an elegant hall with the purest marble floors and richly decorated walls and ceiling. The hall passes between two splendid and brilliantly lighted cafés, exquisitely frescoed. Over the hall and cafés, on the second floor, is a Concert and Lecture room, with dancing floor, and sitting capacity for 1200 persons. Its rich ceiling, whose span is 100 feet, is divided into three long compartments by arcades forming the front of spacious galleries, under which are dressing rooms and pantries with dumb-waiters, and every appliance for large entertainments. The approach to the hall is by two grand stairways, 14 feet wide, whose walls are beautifully painted in decorated panels.

Occupying the centre and rear of the edifice is the Grand Opera House, to which the main hall on the first floor leads; this is surrounded by a wide lobby, from which there are numerous openings into the auditorium, which is beautiful beyond description. This is arranged according to the most approved plan, so that the entire stage is visible from every seat in the house, on the floor and in the dress circle and galleries. The stage is perfect in its appointments, and the machinery so complete as to produce every possible variety of scenic effect. It is 80 by 75 feet, with a height of 80 feet above and a depth of 36 feet below it.

The arrangement of boxes is peculiar to it; the box-circle having two rows of boxes with four seats and rows of single seats for those desiring but one.

The Green and Dressing rooms are commodious, and finished in the most approved manner, with every possible convenience.

From the centre of the Crystal Dome, hangs the great Chandelier of the most magnificent style, unsurpassed in any other city in the United States, it is 27 feet from the dome to the foot-knob, and has a major circumference of 52 feet. It is constructed of gilded metal and glass with 240 candle-shaped burners and 994 strands or chains of crystal, festooned from the bands with tassels of prismatic drops. The electric battery produces a spark seven inches in length. When lighted it is brilliant beyond description and forms a perfect completion of this grand Auditorium; a similar Chandelier, with 120 burners is in the Concert or Ball Room described above.

Standing upon the stage, and getting a full view of the house, the effect is gorgeous. From the magnificent ceiling, with its exquisite frescoes and transparent crystal centre, to the floor, there is perfect elegance. The walls are traced in gilt and colors. The fronts of the galleries are beautifully decorated; the columns are graceful, and the "tout ensemble" is the expression of highest art and the most cultivated taste.

The builder, Mr. B. F. Bennett, and the architect, Mr. J. Crawford Neilson, deserve special commendation in their respective parts in the construction of this grand building.

*Pages 60, 61, 72, 78, 79.

MARYLAND ACADEMY OF SCIENCES.

THE Maryland Academy of Sciences, encouraged by the public spirit of some of our generous citizens, has laid the foundation of an enterprise which ought to appeal to the sympathies of this entire community. It has erected a Hall for the use of its members and for the delivery of public lectures, and has placed therein large glass cases, which are being rapidly filled with choice specimens of Mineralogy, Geology and Natural History, illustrative of the resources of our own State and of the region adjacent to it.

Alive to the deficiencies which exist in our systems of higher culture, it aims to supply a want that is felt by many who desire to gain an intimate knowledge of natural objects and of their relations to each other, and to the region to which they belong. Aware that our mineral resources are still almost untouched, that our birds and fishes need protection and development, and that our wealth of shell-fish is capable of being enlarged indefinitely, it desires to increase and diffuse the knowledge which is necessary to promote their successful and intelligent cultivation.

Hitherto our city has not been very quick to apprehend and to appropriate her natural advantages for improvement; for, with all the possibilities of superior position, climate, and beautifully varied surface, it has taken a long time to secure many of the improvements of which we are now so justly proud. But now a new era seems to be opening, fresh energies have been stirred, and some progress has been made towards a more advanced, while more active, civilization.

Still, many issues have to be met; a more ample and permanent supply of pure water has to be provided, (both for the domestic uses of our steadily increasing population and for our rapidly extending manufactures); a system of perfect drainage has to be established; and departments for the teaching of the sciences and their applications have to be added to our higher schools.

As a contribution towards these objects, the Academy has made a beginning. Explanations and lectures, descriptive of our region, and of its natural phenomena and resources, have been projected and will soon begin, and to this feast, as well as to the treasures in its Museum, all will be admitted gratuitously. Our citizens cannot afford to let such an enterprise remain in embryo. A large building is requisite to contain and display only those natural objects which belong to our territory or which characterise some of its past or present areas.

Our hydrographic basins and the ocean need to be carefully studied, both to afford the ready intercourse of an unobstructed navigation and to aid in perpetuating their bountiful supplies of food.

None of our natural features remain stationary—the frosts of winter, the heats of summer, and the sharp teeth of chemical agents, unite in levelling the summits of our granite mountains and primeval hills, while the currents of the sea and of our rivers, and the impetus of winds and rains, scoop out vast reaches of our Eastern peninsula and deposit their fragments in the path of an increasing commerce. To us, far more than to our Northern neighbors, these forces echo, that eternal progress is peculiarly our destiny—we can stand still only at our future peril.

To such interests the Academy is devoted; to represent them and make them widely known, a large Museum and its facilities are needed. To the enlightened spirit which has prompted such benefactors as George Peabody, Johns Hopkins and others to establish here perpetual monuments of wisdom and sagacity, we look for the means to accomplish a part of our manifest duty in advancing the prosperity of this community.

PUBLIC SCHOOLS.

THE *Public School system of Baltimore is the growth of nearly half a century, and during that period it has accomplished such grand results, and promises so much more in the future, that it has become an important element in the prosperity of our community.

BALTIMORE CITY COLLEGE, NORTH HOWARD STREET.

An act was passed by the General Assembly of Maryland, on the 28th of February, 1826, which authorized the Mayor and City Council of Baltimore to establish Public Schools and to levy and collect such taxes as were necessary for their support; and on the 17th of January, 1827, the City Council adopted an Ordinance accepting the Act of Assembly.

* Pages 36, 37, 38.

Three Public Schools were established in the City in 1829, under the control of three teachers with two hundred and sixty-nine pupils. They soon secured public confidence and increased in number; and as they became more thorough and efficient their beneficial influence was felt and appreciated by the community. The growth of these schools has been regular and rapid, and in view of the fact that the attendance of pupils is voluntary and not enforced by any compulsory laws, they have increased in number and influence as rapidly as those in any other city.

During the year 1873 there were one hundred and twenty-three schools, with six hundred and twenty-four teachers, containing over forty thousand pupils in attendance, about one-half of the number being girls.

The system embraces Primary, Grammar and Collegiate Institutions, adapted to every class and sufficient to furnish the most liberal education.

Baltimore City College was established in 1839, and the Female High Schools in 1844, and many of our most valuable and honored citizens are graduates of the former, whilst a large number of our most accomplished women have received their education in the latter schools. In addition to the regular schools for instruction in English there have also been established English-German Schools, for the purpose of enabling the children of German parents to receive the full benefit of Public School education. These have been deemed necessary in view of the large number of Germans in our city, who contribute much by their labor and industry to its material prosperity. These schools will enable their children to acquire a thorough English education, whilst at the same time other pupils can obtain such instruction in the German language as may aid them in future business relations. This extension of our Public School system has met with general approval, and will popularize our schools.

There are thirteen schools exclusively for colored children, containing over three thousand pupils. They are under the charge of white teachers, who are as well qualified as those of the schools for white children, and who furnish every grade of instruction which may be needed. The colored people of our city fully appreciate these educational advantages, since they have never demanded mixed schools, which would necessarily be injurious to the educational interests of both races.

In view of a recent Act of Congress, it is contemplated to establish here a Nautical School, under the auspices of the School Commissioners and the Board of Trade. The object of this school is to impart instruction in navigation, seamanship, and all matters which pertain to the proper equipment and sailing of vessels. A suitable United States vessel will be furnished at this port, and nautical instruction will be given by competent officers of the Navy and assistants. This school will be of great benefit to the merchant service of our city, by the promotion of nautical education, which has heretofore been so much neglected.

The new building for the Baltimore City College is one of the most commodious and elegant public structures in our city. The lot is one hundred and twenty feet front, with a depth of two hundred feet, and cost $60,000. The building is designed in the College Gothic style, and cost about $120,000.

The maximum dimensions of the place are ninety-nine feet four inches in width by one hundred and sixty-nine feet in depth, and the building is three stories high, and contains all the necessary class-rooms for six hundred pupils. It is thorough in all its appointments, and will furnish accommodations equal to any school building in the country.

MARYLAND STATE NORMAL SCHOOL.

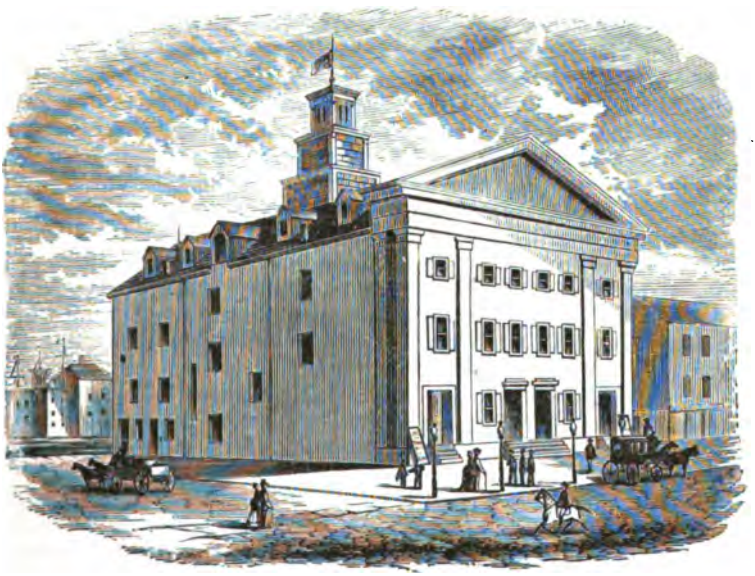
THE State Normal School was established by Act of the General Assembly, in 1865, and was organized in January, 1866.

It is intended for the education and training of Teachers for the Public Schools of the State, and is supported by an annual appropriation of $10,500. The school was first opened in the Red Men's Hall, in Paca Street, and was very slimly attended, the first session averaging not more than thirty students, but it grew rapidly in numbers and popularity; and in 1872, having entirely outgrown the limited accommodations of the Red Men's Hall, it was removed to the spacious building. corner of Charles and Franklin Streets, formerly occupied by the Union Club, where it is held at present.

The Legislature made an appropriation of $100,000 for the purpose of erecting a new building for the use of the school. The Board of Public Works have selected a site on the corner of Republican and Townsend Streets, opposite Lafayette Square, and will build a handsome and commodious house. The plans having been already prepared by Mr Frank E. Davis, Architect, and approved by the Board.

The number of students at present in attendance in the Normal School proper is one hundred and fifty-eight, and in the Model School connected therewith fifty-three.

FRONT STREET THEATRE.



ON Thursday evening, September 10th, 1829, the "New Theatre and Circus" (now *Front Street Theatre) was first opened with an audience of about 3000 persons. Many prominent actors and actresses made their appearance in this theatre, and it at once became a favorite resort for the pleasure seeking society of the city.

*Page 79.

On February 3d, 1838, a disastrous fire destroyed the building. It was occupied by Mr. Cooke with his celebrated equestrian troupe and a stud of 50 splendid horses. His entire stock, fixtures, machinery, wardrobe decorations, including the horses, twelve of which were extremely small, were destroyed.

The theatre was rebuilt by Mr. Wm. Minifie (architect) the same year, 1838, and on May 22d a furious tornado swept over the city and blew down a large portion of the old wall; the theatre was opened again on December 3d, 1838.

It has been under various management, not always satisfactory to its best patrons, but six years ago Col. Wm. E. Sinn assumed the exclusive control, and appreciating the difficulties of such a large enterprise, as well as the wants of the community, he has sought to introduce and carry out a regime which is more satisfactory and gratifying to the immense audiences which nightly fill the spacious building. In his conduct of the entire establishment he has displayed signal ability and knowledge of his profession.

EVENTS CONNECTED WITH THIS THEATRE.

It has been identified with many important and exciting public events, having been a favorite place for holding great meetings and conventions. On February 22d, 1832, the centennial anniversary of the birth of George Washington was observed with extraordinary demonstration by the citizens of Baltimore. An immense concourse of people assembled in it, and W. H. Collins, Esq., read Washington's Farewell Address, and Hon. J. H. B. Latrobe delivered an eloquent oration.

In December, 1850, Jenny Lind, the "Swedish Nightingale," gave four concerts here to delighted audiences, the receipts of which amounted to $60,000.

On June 18, 1860, the National Democratic Convention, according to the order of its adjournment at Charleston, reassembled in this city and chose Front Street Theatre for its sessions. Hon. Caleb Cushing presided. The session was a stormy one; on the fourth day (21st of June) the reports were submitted, which occasioned a bitter wrangling of the two parties in the Convention; upon the adoption of the majority report, filling the vacant seats of the Gulf States with Douglass men, several States, with Virginia, California and Oregon in the lead, withdrew. Mr. Smith, of California, remarked, "this Convention has properly been held in a theatre, and upon that stage a play has been enacted this evening that will prove a tragedy, of which the Democratic party will be the victim." After the withdrawal of delegates, the Convention remaining nominated Stephen A Douglass for the Presidency. On the morning of the 21st, at the moment of the most intense excitement, while the Committee on Credentials were reporting, a loud crash came from the centre of the floor and over 100 delegates were seen going down through the stage; for a moment the wildest confusion prevailed, but order being restored, it appeared that the front of the stage and covering of the orchestra had given way and sunk about three feet, throwing those seated there into a confused mass, from which they were with difficulty extricated.

On the 7th of June, 1864, the Union National Convention assembled in Baltimore and held its sessions in this theatre, and nominated Abraham Lincoln for the Presidency and Andrew Johnson for the Vice-Presidency.

On November 20th, 1866, Baltimore was the scene of one of the finest civic displays ever witnessed. The occasion was the laying of the corner-stone of the new Masonic Temple. Members of the Fraternity came from all parts of the country. Upon the conclusion of the ceremonies the Knights Templar of Baltimore entertained the visiting Commanderies with an elegant collation in the Front Street Theatre, which was described as a most brilliant affair.

YOUNG MEN'S CHRISTIAN ASSOCIATION BUILDING.

THE movement inaugurated in December, 1870, by the public meeting held at Masonic Temple, has culminated in the splendid edifice now nearly completed—(*see page* 43.) This meeting embodied a singular representation of the wealth, public spirit, social and religious influence of the city. It signalized the interest of the gentlemen present in the great idea of utilizing in the interests of religion, good morals and liberal charity, the organized efforts of the young men of the city, who, being members of the various churches in the community, were believed to offer a most valuable agency for the accomplishment of these great results.

The result of the meeting was to devolve the execution of the project upon a Board of Trustees, who were to hold the funds subscribed for the purpose of erecting a suitable building, and on whom the trust imposed the responsibility of carrying the project into effect upon a large and liberal scale, which would gratify the intentions of the generous donors of the fund, both as to the religious influences of the enterprise and its value generally as an auxiliary to the social and intellectual advancement of the community.

The building is situated on the corner of Charles and Saratoga streets, in a very central position, and occupies a point well calculated for perfect lighting and ventilation of the apartments.

The first or ground floor, with the exception of the stairways, is entirely occupied by first class store-rooms, the revenue from which will form a very important item in the finances of the Association. The second floor is reached by a wide, easy flight of stairs, from a conspicuous entrance on Charles street. On the right of a spacious and handsome vestibule is a large conversation room, having at one side the beautiful bay window afforded by the corner tower. On the left is the reading room, 36x40 feet beyond the grand stairway; the business office and the Secretary's room are both large and convenient.

In front of the stairway, and in the vestibule before mentioned, are the entrances to the grand hall and lecture room, capable of containing 1200 persons, triangular in shape, and presents a large area in the floor and in the two galleries, while yet no seat is over 45 feet from the speaker, and the lights are most conveniently arranged.

This room extends through three stories of the building to the floor of the Mansard roof.

On the third story are large Class Rooms, Editor's Rooms, Board Room, and a splendid Library, about 45 feet square.

The Cloak Rooms, Wash Rooms and Closets are distributed about the building so as to be quite private, while easy of access.

The fourth floor contains also several Class Rooms and two Gymnasiums.

The large space of the French roof is not appropriated as yet to any purpose.

This building is peculiarly well lighted and ventilated, especially in the Lecture Room. It is heated by steam, and the chimney shaft has been largely used for the purpose of extracting air, other shafts being used to supply it.

The exterior of the building is rich in trimmings of Cleveland stone in our best pressed brick walls—the angle tower and all the first story being entirely stone.

It is an imposing building, having something of a collegiate character, and is most advantageously situated to show the fine effect of its roofing and towers.

This enterprise was carried out by the liberality of a large number of citizens, whose donations supplied the means, judiciously expended. It was constructed by Mr. William Ortwine from the designs of Niernsee & Neilson, architects.

MARYLAND INEBRIATE ASYLUM.

HARLEM LODGE.

THE Maryland Inebriate Asylum, known as Harlem Lodge, is an incorporated Institution, for the care and treatment of Inebriates. *

It is controlled by a Board of Trustees; its chief executive officer is Joseph Parrish, Physician, with the title of Superintendent, who resides upon the premises, and is also Secretary of the Board.

There is a certain number of free beds, which are occupied by beneficiaries of the State and City of Baltimore. There is provision also for those in moderate circumstances, who pay but a small sum per month, and there are private apartments for men of means who are willing to pay for extra space and accommodation.

The location is a beautifully retired spot on the old Frederick road, about five miles from the city. Thirty-five acres of land are laid out in groves, orchards and gardens, in which are included a green-house, ten-pin alley and billiard-room, which furnish ample opportunity for entertainment and for useful occupation.

The discipline is mild and skillful, the officers having always in view the cultivation of the self-respect of the inmates. A good library is supplied, and a literary society or guild for mutual aid and improvement is maintained.

Cards containing on one side a diagram of the different routes to the Institution and on the other the names of the Trustees, have been placed in the hands of physicians, clergymen, policemen and hackmen of Baltimore, that strangers arriving in the city, as well as residents, may learn from these several sources of information the locality of the Institution and the address of the Trustees.

MARYLAND LYING-IN HOSPITAL.

THE College of Physicians and Surgeons of Baltimore was chartered in 1872, and its powers enlarged and extended by the Legislature in 1874, with Drs. Harvey L. Byrd Thomas Opie, William W. Murray and others, as coporators. At the same session the Legislature by special act appropriated twenty thousand dollars, and empowered the College of Physicians and Surgeons to use the same in establishing a Lying-in Hospital in connection with and under the control of the Faculty of the College. A suitable building was soon secured, and the Asylum opened on Lombard Street, between Hanover and Sharp Streets. The Asylum has been arranged and furnished with special reference to the comfort and health of its inmates, and will compare favorably in all respects with any similar institution in this country; offering the advantages of a *home* to the poor and destitute during the most trying and important period of female life.

Hitherto this class, always considerable in every large community, and found in greater or less numbers in rural districts also, are invited to come when in need of the skill and nursing which they require during parturition, without money and without price, until they and their offspring can return to their homes.

Provision is made also for such women as have not the means of procuring suitable nurses during confinement at their own homes, at moderate charges. Private rooms are likewise arranged for those who might prefer the privacy and attention the Asylum offers, to the boarding-houses and hotels in which they reside.

The State has probably never made an appropriation which is likely to prove of such great advantage to the deserving poor as that for the establishment of this noble institution.

* See page 50.

"HOMEWOOD PARK."

THIS beautiful Park has recently been added to the attractions of the "Monumental City."

It was generously *presented* by its owners to the Mayor and City Council, on conditions that will ensure its improvement and use as a public pleasure-ground for all coming time. It embraces about sixteen acres, bounded by Charles Street and Waverley Avenues, Holmes and Oak Streets. The most noble oaks, tulip-trees and other magnificent monarchs of the forest already adorn it.

The Engineer of Druid Hill Park, A. Faul, Esq., says, "that without altering the natural surface, it is susceptible of great beauty in laying it out in winding walks, dells, miniature water-falls and lakes."

It is immediately opposite the elevated grounds of the "Peabody Heights," which are to be occupied only by elegant, first-class residences; and the grand projected avenue, which is to connect "Clifton" and "Druid Hill," will pass in its vicinity; in short, it is destined to become, both in its own natural beauty and its delightful surroundings, one of the most charming and attractive spots in Baltimore or its suburbs.

MILITARY.

THE close of the war between the sections of our country found the State of Maryland utterly without a militia force.

In the year 1867, however, the General Assembly, acting on the Declaration of Rights, Article 28, "That a well regulated Militia is the proper and natural defense of a free Government," passed a law which, while very imperfect, still caused a revival of the military spirit in a State always renowned for the bravery and discipline of her troops. Under the stimulus of a newly-awakened spirit and the liberality of the General Assembly, nine Regiments of Infantry, two Batallions of Artillery, and three Companies of Cavalry were raised in the City of Baltimore alone, while in the counties several other Regiments of Infantry and Cavalry were formed. The principle on which this force was created was wrong, and soon worked its destruction, so that, in 1870–1, the Fifth Regiment of Infantry alone remained of that arm, and the three small Companies of Cavalry. The Fifth Regiment not being dependent on the State for its support, and imbued with a spirit not to be quenched, continued to prosper, until at this time it has a national reputation and fame.

Commencing with the year 1869, the Fifth has gone into Camp of Instruction for a week to ten days, annually, and has improved itself in discipline and knowledge of camp duties, while affording to the officers and men a cheap and pleasant mode of summer recreation. Twice, viz: in 1870 and 1873, it encamped for ten days at Cape May, and while there was reviewed severally by Gen. Meade and Gov. Randolph, of New Jersey, and Gov. Hartranft, of Pennsylvania, and was the recipient of the most distinguished courtesies from the press and people congregated from all parts of the United States. In 1874 its encampment was at Long Branch, where the President of the United States reviewed and complimented it for discipline and appearance, as he had previously done in Washington. From Long Branch the Regiment visited New York, and under the escort of the celebrated New York Seventh were received with an enthusiasm hardly ever equalled in New York; and by the critic of the "Army and Naval Journal," the Fifth

was awarded the front rank of the Militia of the United States. This result, so gratifying to the members of the Fifth, has been attained only by good conduct, strict discipline, gentlemanly intelligence and honorable conduct of officers and men alike. Socially equal and personally intimate out of the ranks; when on duty no familiarity or favoritism is desired by the men or permitted by the officers.

The Fifth Regiment is now regarded as one of the institutions of our City, of which the citizens are justly proud. In recognition of the good-will of the city authorities, the Mayor and City Council of Baltimore, in 1871-2, built for the Regiment an Armory--for purposes to which it is devoted—unsurpassed in the United States. The main drill-room, without a pillar, is one hundred by one hundred and forty feet, with a large gallery, accommodating about twelve hundred people to view the drills; beside the main hall, there are some sixteen large rooms used for Companies head-quarters, band, &c.

The Regiment has about five hundred men, fully armed with Springfield breech-loading muskets, and equipped thoroughly for immediate service; the repressive influence of such an organization upon the rowdy and turbulent elements of our city is worth many thousands of dollars to the people.

Within the last two years another Infantry Regiment has been raised, viz: the Sixth, It has a large Armory on the corner of Calvert and Saratoga Streets, where it is undergoing that discipline and training which will make it a credit to our City, and a pride to the members themselves. Under the fostering care of the State it has continued in successful organization, with a full list of officers and members, and upon occasions of public drill is very much admired and praised by our citizens.

The Cavalry still consists of three Companies, in a prosperous condition, all under the command of Major Harry Gilmor.

The Colonel of the Fifth is J. Stricker Jenkins, and of the Sixth, Clarence Peters.

THE SALVAGE CORPS.

IT has always been evident that there is an enormous destruction of property at fires from reckless handling and by damage from water. Various attempts have been made to adopt a system to prevent this, with only partial success.

The Salvage Corps of this City seems to be the most efficient means yet devised for this purpose. It was organized through the efforts of Messrs. Andrew Reese, President of the Howard Fire Insurance Company, the Fire Inspector Mr. Charles T. Holloway, and other gentlemen connected with the Insurance interests, who have brought it to its present state of efficiency. It is as yet a voluntary Association, supported by various Fire Insurance Companies, to whom its operations have been of most material advantage.

Its equipment is two elegant silver mounted wagons, with six of Holloway's Chemical Extinguishers, buckets, axes, and water-proof covers.

The specific duties of the Corps are:

1—To extinguish incipient fires; 2—Prompt use of water-proof covers on perishable goods; 3—Removal of goods to a place of safety; 4—Taking charge of damaged goods; 5—Notifying Companies of the perilous condition of premises. These and such other duties as the case may demand are performed without conflict with the Fire Department. Such an organization, which has abundantly demonstrated its necessity and value, should be liberally supported, and the gentlemen who through much difficulty and opposition organized it, deserve the thanks of the whole community.

STATE HOUSE OF CORRECTION.

BY an Act passed at the Session, January, 1874, of the Legislature of the State, an appropriation of $250,000 was made for the purpose of purchasing a site and erecting thereon a State House of Correction.

The Board of Public Works and Attorney-General of the State were constituted a Board for the purpose of carrying out the provisions of this act. The object and want of such an institution must commend it to the people of the State. In this, as in every community, there exists quite a large number of degraded and evil disposed persons of all ages and both sexes, who, from confirmed habits of idleness and dissipation, become habitual violators of the law, and entail a heavy expense upon the taxpayers, through repeated trials in the courts and incarceration in our jails, without returning any compulsory labor, or having the benefit of reformatory instrumentalities by which their characters and habits may be amended. This Institution is designed to supply the want which this state of things creates. Under the intelligent and efficient management to which, by the law, this Institution is entrusted, we believe that it will not only be self-sustaining but one of the most valuable and salutary in the State, especially so to the City of Baltimore, to which it will be conveniently located, 15 miles on the Washington Branch of the B. & O. R. R., near Jessup's Cut.

SUNDAY SCHOOLS.

WE would be false to the spirit of this Work if we failed to give more than a passing notice of an institution in our midst, which perhaps is doing more than any other agency to mould the character and determine the status of Baltimore. The Sabbath School has become a recognized power in the world. It is not only a school in which specific instruction is given upon Bible truths, but an institute where are training the men and women who are to be the guides of the Nation in its various departments of civil and social life. The Sabbath School exerts the preponderating influence upon the community. Gathering within its sacred folds every week the children of all classes and from all quarters, under the instruction of earnest and devoted teachers, and there invested with the most impressive influence, and receiving the most useful of all knowledge, they are being prepared after the highest model for their future relationships and positions in the world. As an educational institution the Sabbath School is of immense value to the nation. In it are thousands of children who have no other opportunity of learning the language and acquiring the principles of knowledge. Beginning with their A B C's—they are carried along until they are able to read and understand the WORD OF LIFE, and through its divine tuition are fitted for manly occupations and noble stations.

No city in the world owes more to the Sabbath School than Baltimore. In every department, civil and professional, commercial and literary, many of the leading, controlling men, were Sabbath School boys, and they will willingly attribute to its influence much of their success. In our domestic life, in the sanctity of our homes, in the good order of our community, its effect is visible.

No city is more thoroughly furnished with Sabbath Schools than ours. Upon our avenues, amid the palaces of wealth, on almost every street, in the lanes and alleys, out upon the hills and fields as pioneers of an advancing population, the Sabbath School is planted, to do its benign work alike among the rich and poor, the high and low, teaching all the same lessons of truth and purity.

We have compiled from the most authentic sources the number of teachers and scholars of all the schools in our city—which are as follows:

Methodist Episcopal—Teachers 1,018, Scholars 9,874; (colored,) T. 385, S. 3,179. Meth. Epis. (South)—T. 136, S. 1,241. Meth. Epis. (German)—T. 101, S. 578. Indep't. Meth.—T. 75, S. 631. Meth. Prot.—T. 186, S. 1,556; colored, T. 15, S. 118. Presbyterian—T. 477, S. 4,231; Baptist—T. 331, S. 2,503; (German)—T. 8, S. 45; (colored)—T. 49, S. 448. Prot. Epis.—T. 785, S. 6,485; (colored,) T. 13, S. 70. Lutheran—T. 248, S. 2,070; (German,) T. 107, S. 979. Reformed, T. 161, S. 1,432. United Brethren—T. 117, S. 949. Evangelical—T. 8, S. 78; (German,) T. 68, S. 765. Friends—T. 33, S. 474. Associate Reformed—T. 60, S. 475. Christian—T. 34, S. 361. New Jerusalem—T. 24, S. 79; (German,) T. 20, S. 62. Congregrational—T. 15, S. 172; (colored,) T. 9, S. 77. Young Men's Christian Association—T. 11, S. 200. Maryland Penitentiary—T. 47, S. 536. Oheb. Shalom. (Hebrew)—T. 4, S. 196; three other Hebrew Schools to be formed. Universalist—T. 30, S. 150. First Independent—T. 10, S. 65. Roman Catholic—S. 12,000. Total, Teachers—4,585; Scholars—51,964.

THE WESTERN MARYLAND RAIL ROAD.

In July 1857 a work was undertaken, whose relative importance to the City of Baltimore has never been properly appreciated. The originators themselves, perhaps did not at the time, fully prospect the results which must yet flow from its completion.

The Western Maryland Rail Road chartered January 1852, begun July 1857 and extended in 1878 to Williamsport, may clearly be demonstrated to be one of the most valuable enterprises ever projected by our citizens. The public mind absorbed in the truly grand and stupendous operations of the Baltimore and Ohio Rail Road, has been to a great extent oblivious to the important bearings of this Road upon our material advancement. We hail the interest, which under the present efficient administration is being awakened, as indicative of a growing appreciation of it.

In whatever aspect it may be viewed, its relative importance to the trade and the citizens of Maryland is conspicuous. The entire country through which it passes is uninterruptedly beautiful, and is filled with scenes and incidents of interest to the tourist and resident. Starting out from the lovliest suburban country of Baltimore, crossing one of its most exquisite valleys, with Druid Hill Park and its grand old forests to the east and Highland Park to the west; surrounded by beautiful hills, many of which are crowned with graceful villas, it enters Carroll County, renowned for its mills and dairy farms; passing through Westminster its delightful county seat, thence along the Pipe Creek valleys abounding in rich meadows and sparkling streams, crossing the Monocacy it opens up Frederick County, whose rich ores will greatly contribute to Baltimore's prominence among the great manufacturing cities; thence it enters Washington County; ascending the Blue Ridge, it presents mountain views unsurpassed, and displays on every side "little hills that drop their fatness," teeming meadows and vales of abundance; passing through the flourishing City of Hagerstown, it terminates at Williamsport on the Potomac River and the Chesapeake and Ohio Canal, whence it may assist in bringing the Coal of Cumberland hither, to brighten our firesides and drive the pondrous wheels of our industries.

For Summer recreation this Road offers unequaled facilities; within three hours ride of Baltimore, the summit of South Mountain is reached, where our citizens, worn and wearied with the anxieties and toils of the year, may luxuriate in the mountain air surrounded by scenes of beauty and sublimity unexcelled.

For suburban residences, this Road offers unsurpassed opportunities. From Baltimore to Westminster, thirty miles, the country is high, healthy and charming, and those who desire to escape the turmoil of city life, can find no more attractive and convenient locations.

Its material importance to Baltimore, appears from the varied interests which it is developing and will indefinitely multiply. For the Produce trade which has become one of the heaviest in the country, this Road presents unlimited opportunities, in a country unsurpassed in dairy facilities; the Counties of Carroll, Frederick and Washington being among the richest in agricultural and dairy resources. It will also largely increase trade in limestone, marble, copper, iron and other ores in which these counties abound, the iron being the best quality for rail-heads, and the marble equal to the celebrated Texas quarries. Thus in agriculture, mineral and manufacturing interests, this Road developes inexhaustible resources and possibilities.

With proper terminal facilities in Baltimore and at tide-water, even with its present length and Western terminus, it must contribute largely to the trade and industries of our city. But the proposed extension to Johnstown on the Pennsylvania Central Rail Road via Bedford, adhering as closely as possible to the air-line between Baltimore and Pittsburgh, when perfected will be of prime importance to Baltimore and the great Cities and States of the West. This line runs through and taps the three great Coal deposits of Pennsylvania and Maryland; the Broad-Top, Alleghany and Cumberland Beds, and opens a new direct route to the Pennsylvania Oil Regions, and would thus constitute another great medium of supply to this market of these two articles of Commerce. In addition a very large proportion of the Pennsylvania iron trade, and the grain and produce of its central and border Counties would be diverted hither.

The present necessity of this Road is a depot conveniently situated and a tide-water terminus. The President and Managers have largely overcome the inconvenience of Fulton Station by an arrangement with the Citizens Passenger Railway to have cars starting from Eutaw and Fayette Streets where the offices of the Company are situated, so that passengers virtually have a depot at one of the most accessible points in the city. Strenuous efforts however are making to effect a better entrance, with a depot sufficient for all purposes.

The President of the Road J. M. Hood, Esq., who has attained a high reputation in the management and construction of rail road enterprises, with the encouragement of the Directors, is rapidly improving its condition and overcoming to a commendable degree the difficulties which attach to all new Rail Roads.

The City of Baltimore is the largest Stockholder, its entire interest at the close of the last fiscal year being $3,279,500. The manifest improvement in the condition and prospects of the Road affords general satisfaction, and the President's annual report for 1874, shows a great increase of its revenue over the year 1873 and demonstrates its ability ere long, to appropriate a large amount of its earnings annually, to paying the interest on the bonded debt; in the language of the report "economy with due regard to efficiency is being practiced in every department of the Road." The present officers are: J. M. Hood, President and Manager; Alexander Rieman, Vice President; J. S. Harden, Secretary and Treasurer; B. H. Griswold, Auditor and General Agent; Charles Webb, Assistant Manager; William Lannan, Master Machinery, and twelve Directors.

WM. H. RINEHART.

Since the publication of this book and our reference to the exquisite works of this eminent Artist on pages 72 and 73, he has passed away. He died in Rome, October 28th, 1874, where for nineteen years he pursued the study of his favorite art, and attained a reputation among the first Sculptors of the age. Having made liberal bequests to his surviving brothers, he left the residue of his estate including his private Collection of works, for the promotion and cultivation of Art in his State and City, appointing his personal friends Wm. T. Walters and B. F. Newcomer, Esqrs., his sole Executors, without restrictions, to fulfil the purposes of the noble and public-spirited disposition of his estate.

* RAINE'S HALL.

Among the Public Halls of Baltimore this deserves special mention. It constitutes the third story of the German Correspondent Building. It is a spacious and beautiful Room, admirably proportioned and complete in its acoustics. The walls are handsomely decorated, the end wall in rear of stage having a fine fresco of the Druid Hill Park Mansion, upon the ceiling are figures representing Art, Industry and Science, the centre piece a large oval with the figure of Apollo. A balcony in the forward end of the room provides for the musicians at balls and on festive occasions. The convenient location and fine construction of the Hall make it a very desirable one for public assemblies and musical entertainments. The whole building is an ornament to the city, and testifies to the success of the Correspondent.

THE HOUSE OF REFORMATION AND INSTRUCTION FOR COLORED CHILDREN.

One of the most recently instituted enterprises of philanthropy in our midst, is the House of Reformation and Instruction for Colored Children.

The only places of commitment and detention for this class were our common Jails and Penetentiaries, in which they could not receive that care and attention which would result in their reformation. The scheme of a House of Reformation similar to the House of Refuge for white children, excepting that there is no rigid system of incarceration, was undertaken by a few philanthropic gentlemen, among whom we especially mention the late Mr. Benjamin Deford, who was one of the first to inspire the movement, and contributed by his means and counsel to its success, and whose public spirit, geniality and practical wisdom, made him most highly esteemed by the citizens of Baltimore.

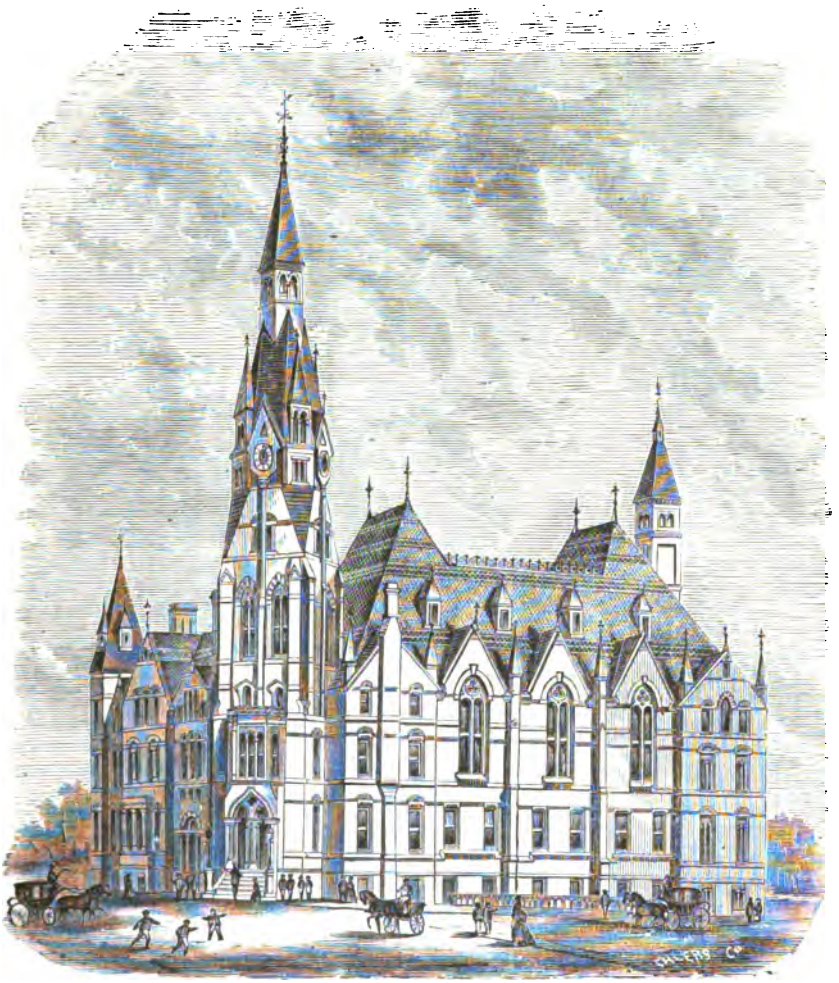
An act of incorporation having been obtained from the Legislature in 1870, with a donation of $10,000 on condition of $30,000 being secured by private subscription, one of our most useful and public spirited citizens, Enoch Pratt, Esq., donated the handsome farm "Cheltenham," 752 acres, in Prince George's County, valued at $22,600. The Board were thus enabled to secure the appropriation of $10,000; subsequently in 1872 and 1873, the State and City together gave $40,000, and the State recently $15,000 additional for a building, and this with other private donations of money and material amounted to about $90,000, and the institution was put at once into successful operation in February, 1873.

There are now about 100 inmates on the Farm, who have been committed by the courts for various offences, and thus delivered from the debasing and hardening effects of prison life, and are under that moral and intellectual discipline which is most conducive to their improvement and reformation.

Since the organization of the Board one of its most efficient and liberal members has died, a gentleman whose enterprise, christian nobility and benevolence, have made his death a public calamity; whose heart and hand were ever open to respond to the pressing wants of a sinful and suffering humanity. We refer to the late Henry W. Drakeley, Esq.

The present officers are, President, John R. Cox; Vice President, G. S. Griffith; Secretary, Wm. M. Boone; Treasurer, William E. Woodyear; with a Board of sixteen Managers on the part of the City, State and Subscribers.

* See Pages 60 and 61.



STATE NORMAL SCHOOL, (LAFAYETTE SQUARE.)*

FRANK E. DAVIS, ARCHITECT.

THE building is 120 by 105 feet, of the best pressed brick, with Berea stone trimmings. The tower is 175 feet high. The basement contains the gymnasium, dressing rooms, and three large class rooms, &c. In the principal story are the parlor, library, offices, reception rooms and six large class rooms. In the second is the assembly room, seating 600 persons; also, a students' library and other rooms. On the third floor are the lecture room, laboratory, apparatus, and cabinet of natural history. The roof is covered with slate in ornamental shapes. The gables, dormers and ridges are finished in great taste with richly wrought finials and castings.

The whole building is perfectly lighted and ventilated. It constitutes another handsome addition to our city, and reflects great credit upon the Architect.

* See page 337.

FRANKLIN STREET PRESBYTERIAN CHURCH, (FRANKLIN AND CATHEDRAL STREETS.)

THE I. O. O. F. OF BALTIMORE.

ON the 2d of September, 1817, arrived in this city, a plain, earnest, noble-hearted young man from England. Locating at Fell's Point, he soon found himself amid the ravages of the Yellow Fever. Though a stranger, he fearlessly applied himself to the work of humanity. Deeply inspired with sympathy for the suffering, at the risk of his own life, he took his post by the sick and dying, facing perils before which many citizens fled in terror. This was a grand and fitting introduction to his life here, which was to become monumental by his organization and development of that society, which has so nobly amplified throughout the world the spirit with which he begun his career amid the distress of his adopted city.

This young man, Thomas Wildey,* together with John Welch, John Duncan, John Cheatam and Richard Rushworth, on the 26th of April, 1819, organized the Washington Lodge, No. 1. This was the origin of the I. O. O. F. on this continent. From this unpretentious origin, through many trials and struggles which have made it all the sturdier and nobler, it has grown and diffused itself through all climes. Prior to 1830, four feeble Lodges existed, but upon the erection of their Hall they began to strengthen. Its dedication on the 26th of April, 1831, was the signal of new life; and henceforward the Order everywhere advanced, receiving most valuable accessions. The membership rapidly multiplied, and Lodges were introduced into the States and Territories, until in 1860 representatives from all of them assembled in this city in convention; and now from Baltimore as the centre it radiates to every city, town and village of the United States, and has become established in Canada, British Columbia, Sandwich Islands, Germany, Switzerland and South America, and negotiations are pending with the government for its introduction into Austria, whose polity has hitherto forbade the existence of such societies. In Great Britain the Order is independent of this country.

Its usefulness is coextensive with its prevalence; under the administration of its national Grand Lodge, it has performed a mission, which not only endears it to the members but commends it to all men, and makes it illustrious in the realm of benevolent achievement. The following statistics are a grand exhibit, and must produce a profound impression of its magnitude and importance. From 1830 to 1873, the initiations amounted to 869,181; members relieved, 647,603; widowed families relieved, 85,118; members deceased, 56,887. Total receipts, $50,811,704.93; total paid to relieve the sick, bury the dead, educate the orphan, $19,720,950.97. Number of Grand Lodges in America, 46; Grand Encampments, 36; Subordinate Lodges, 5,494; Subordinate Encampments, 1,533; Lodge members, 414,825; Encampment members, 80,131.

Lodges in Maryland, 101; State members, 13,386; city, about 10,000.

Grand Lodges in other countries, 6; Subordinate Lodges, 74; Subordinate Lodge members, 13,529.

The total revenue of the Order for 1873 was $4,434,001.08, and the aggregate relief bestowed, $1,490,274.72.

Its ability and benevolence were displayed in its munificent contributions to the relief of Chicago, Peshito and Memphis and other places stricken by fire and disease. To Chicago it gave $131,120.62; to Peshito and other towns of the Northwest, $25,272.25; to Memphis, about $40,000. For an organization which thus responds to the call of distress, whose treasury is ever open, and under whose sheltering ægis the widow and orphan find protection from man's inhumanity, and refuge from the blows of misfortune, there are only words of praise.

The educational aspect of this Order is quite as important as its benevolent. Through the education of its youth, the medium of its press, and literature, and the general influence it has acquired a moral and intellectual position, from which it commands mighty social forces all over the world. Its appliances for this result are well ordered. The State

*See page 70.

Library in the Hall on Gay street contains 40,000 volumes of the best selected literature, ancient and modern, one portion of which is in the German language. Thirty journals, weekly and monthly, are published, and frequent lectures delivered upon literary, historical and scientific subjects.

Among the membership are many of our most useful and respected citizens. James L. Ridgely, Esq., has been the Grand Secretary for thirty-five years, who has devoted to its advancement his eminent abilities and culture, and through whose counsel and administration it has largely attained its present efficiency and reputation. The Grand Treasurer is our present worthy mayor, Hon. Joshua Vansant, who has earnestly labored in its behalf, and by his zeal and influence has greatly promoted its welfare.

We cheerfully record this Order as one of the grand forces of Baltimore; that here is the centre of so vast an organization, exerting such wide and benign influences. Through its channel of communication we are sending out to the world the pulsations of our life, and awakening in thousands sentiments of good will for our city, as the Birthplace and Home of American Odd-Fellowship.

THE MASONIC ORDER.

THIS Order was introduced into Maryland by the Provincial Grand Lodge of Massachusetts, which issued the charter for the establishment of the Grand Lodge at Annapolis in 1750. Five other Lodges were subsequently chartered by the Provincial Grand Lodge of Pennsylvania, and one in 1765 at Joppa by the Grand Lodge of England. On July 31, 1788, five Lodges convened at Talbot C. H. and *informally* organized the Grand Lodge. On April 17, 1787, the Grand Lodge was *duly* organized, and the Grand Chapter in 1812. There are now in this city 32 Lodges with 3,800 members; in the State 92 Lodges with 5,800 members.

The corner-stone of the original Hall was laid in 1814. This was occupied for a half-century, when the present mammoth Temple* was built, the corner-stone of which was laid November 20, 1866. This Temple, built of pure white marble, cost $450,000, and is very spacious and imposing. The third story is devoted exclusively to the purposes of the Fraternity; the second floor contains the large Hall, with a sitting capacity for 2,500 persons. On the first floor, besides stores, is a smaller Hall, or Lecture Room, seating about 600 persons.

This Order has always held a high position in Baltimore, many of its members being among our most highly respected and influential citizens. In the various departments of life, professional, commercial and mechanical, it has exerted a large influence, and has been closely identified with most of the great interests and movements of the city. Like all other great associated institutions it has had its trials and vicissitudes, but through the zeal and fidelity of the members it is successfully outriding them all. To its M. W. Grand Master, one of our most honored citizens, Hon. J. H. B. Latrobe, is due the greatest mead of praise, since through his judicious counsel, and administration, it is overcoming its financial difficulties, and has attained a position in which to fulfill its noble and benevolent mission.

BALTIMORE PROVISION EXCHANGE.

Officers: T. Robert Jenkins, President; W. L. Hill, Secretary; John Black, Treasurer; Directors: R. D. Armstrong, J. C. Nicodemus, W. P. Harvey, H. G. Vickery, J. D. Oakford.

On pages 106 and 109 the Provision trade of Baltimore is presented, whence it will appear that no city occupies a better position as a provision market.

The aggregate amount of sales of Bacon, Lard and Pork at this Port, for the last year was 200,000,000 pounds; the Bacon was principally distributed South, and Lard largely to Europe; 400,000 hogs were slaughtered for City use and cured on ice, and the business is steadily increasing.

*See Page 72.

FINANCIAL STATEMENT OF BALTIMORE,

For the year ending October 31, 1874.

The Funded Debt		$30,103,725 77
Guaranteed Debt		1,992,000 00
Total		$32,095,725 77
Deducting from which, Water Loan interest paid by revenue from water rent	$5,000,000 00	
Druid Hill and Patterson Park loans, interest paid by City Passenger Railway Companies	755,066 25	
		5,755,566 25
Leaving a debt of		$26,340,159 52
Against this the city has available assets to the amount of	$26,155,296 15	
and an annual revenue from market houses, improved wharves, and real estate rented, of 110,077 34, which, capitalized at six per cent., amounts to	$1,834,622 34	
giving a total of		$27,989,918 49
Thus the excess of the city's assets over its present liabilities is		$1,649,758 97

This statement does not include the city properties, such as the City Hall, Court Houses, Record Office, Jail, Police Stations, Fire Engine Houses and Apparatus, School Houses, Almshouses, Steam Tugs, Public Parks, City Yard, &c., &c., which must be estimated by millions of dollars.

We question whether any other city can make a more favorable exhibit. It cannot fail to impress the commercial and industrial mind of the country, and if spread abroad will induce capital to invest here in trade and property, as the most favorable city where taxes are necessarily light, and the expenses of living consequently moderate. As "figures speak louder than words," the city of Baltimore has *the* most powerful argument in her favor, which needs only publication to be convincing.

STATE FINANCES.

As the financial and commercial character of a city is largely affected by the condition and credit of its State, we publish with pride the following statement of the financial standing of Maryland, which adds force to the above.

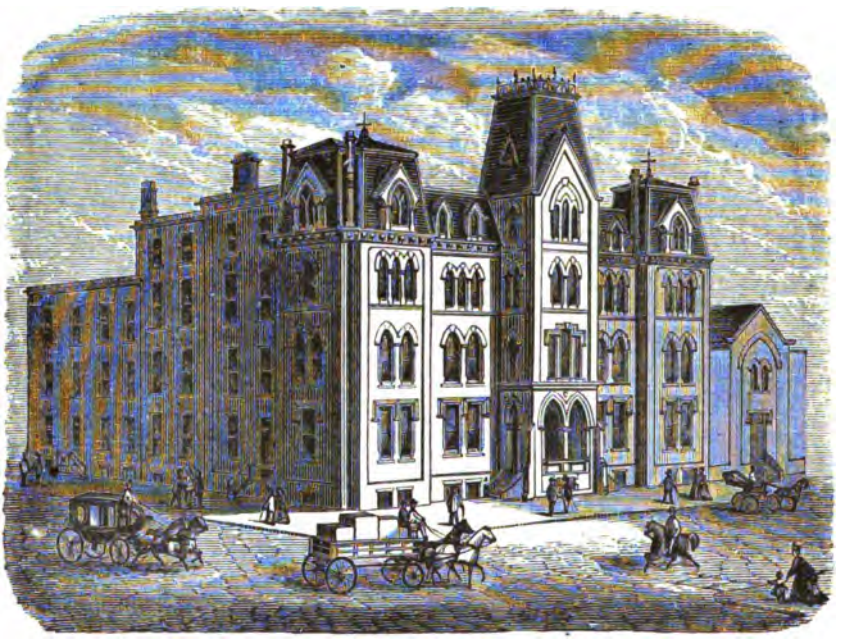
The Funded Debt of Maryland to Oct. 1, 1873, is $10,741,215.60, the interest on which ranges from three to six per cent. Against this the State holds Bonds and Stocks paying interest, aggregating $4,522,043.46, to which are added the amounts reduced by redemption, and exchange. and due from incorporated institutions, taxes, collections, fees, &c., &c., viz: $2,608,053.72, thus diminishing the debt to $3,611,118.42.

The unproductive assets of the State in Stocks and Bonds amount to $21,608,694.51.

The rate of taxation is 17 cents on a hundred dollars of property, only two other States being taxed as low.

The six per cent. non-taxable stock is selling to-day readily at 108.

The revenue for the present year has been largely in excess of previous years, and the next financial exhibit will show an improved condition, which will place her most favorably in comparison with any of her sister States.



THE GERMAN ORPHAN ASYLUM, (AISQUITH AND ORLEANS STREETS.)

INDEX TO APPENDIX.

	PAGE.
Announcement,	315
Academy of Science,	334
Academy of Music,	333
Baltimore and Ohio Railroad,	318
Baltimore Car Wheel Company,	326
Baltimore Produce Exchange,	328
Baltimore City College,	335, 336
City Hall,	316
Central Office B. & O. R. R.	319, 323
Canton,	324
Cattle and Hogs,	326
Directors B. & O. R. R.	322
Docks " " " "	323
Elevators,	320, 322, 324, 325
Financial Statement,	351
Front St. Theatre,	337
Franklin St. Presbyterian Church,	348
Grain,	322, 323
Harbor,	328
House of Correction,	343
House of Reformation,	346
Homewood Park,	341
Junction Lake Erie,	320
I. O. O. F.,	349
Lying-In Hospital,	340
Maryland Inebriate Asylum	340
Military,	341
Masonic Order,	350
Peabody Institute,	329
Provisions,	350
Public Schools,	335
Raine's Hall,	346
Railroad Hotels,	322
Rinehart, Wm. H.,	345
Salvage Corps,	342
Sheep,	326
Sunday Schools,	343
State Normal School,	347
Union Elevator,	324
Western Maryland Railroad	344
Y. M C. A. Building,	339

THE

MONUMENTAL CITY,

ITS

Past History and Present Resources,

WITH A DESCRIPTIVE ACCOUNT OF
THE CITIES OF

WASHINGTON AND ANNAPOLIS

AND THE

U. S. NAVAL SCHOOL,

BY

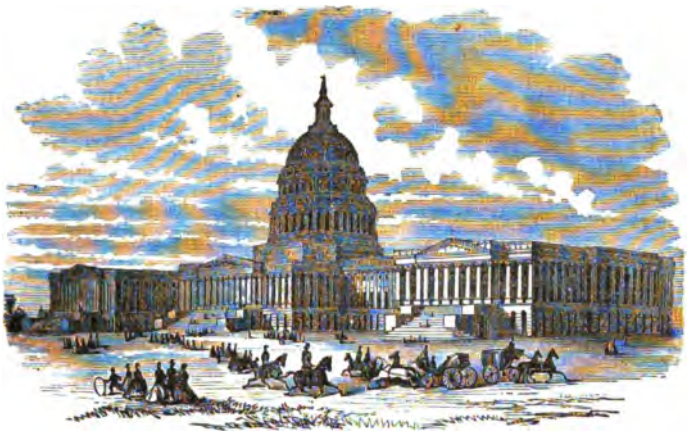
GEORGE W. HOWARD.

BALTIMORE:
J. D. EHLERS & CO., ENGRAVERS & STEAM BOOK PRINTERS,
87 Second Street,
1876.

Entered according to Act of Congress, in the year 1876, by

GEORGE W. HOWARD,

In the office of the Librarian of Congress, at Washington, D. C.



DESCRIPTIVE ACCOUNT OF

WASHINGTON CITY.

THE view we have taken in this volume of Baltimore's national centralism on the Atlantic seaboard is quite demonstrated by the close connection between that city and the Capital of our country.

Baltimore is but forty miles from Washington by rail. The Baltimore and Ohio R. R. Company has a double-track road and the *Baltimore and Potomac R.R. a single-track road between the cities. At present, no less than 66 trains run daily, back and forth, between them—41 over Washington Branch, B. and O. R. R., and 25 over Baltimore and Potomac Road. Practically, we may say without exaggeration, that these metropolitan cities are suburbs of each other. A striking illustration of this was given on July 25th, 1873, when the great fire happened in Baltimore, threatening to be almost as destructive as the conflagration of Chicago, in the fall of 1871. It was thought, at one time, that the fire department of our city, numerous as was its apparatus, and thoroughly organized as it is, would not be able to stop the devastation. It was resolved to ask aid from Washington. The telegraph was quickly used, and the Baltimore and Ohio Railroad Company notified of the demand. Its officers instantly ordered a train to be put at our city's service in Washington, and in sixty minutes from the time that the first message was sent from our city to the authorities in Washington, the fire apparatus of that city had been ordered out, loaded on cars, expressed over the Washington Branch, and was playing on the flames in Baltimore. In fact, the train passed from Washington to our city in the unexampled time of forty-three minutes. This seems to demonstrate the near annihilation of space between the cities, and proves that they are practically one in everything but government. By means of the telegraph, they have been really identical, since electro-magnetic telegraphy was *first* tested in America on their wires. All the business relations of the two capitals have long shown this fact, and made Baltimore the favorite residence of numbers whose official duty or business require their daily presence in either of the cities.

*Double track now being laid.

It is natural to suppose that there is hardly an American, and surely not a foreigner, coming to the Atlantic seaboard who is not anxious to see the National Capital, even when not in its winter ferment. Of late it has become attractive not only on account of its political relations to all parts of our country and its well known historical collections, but from the remarkable changes in its civic improvements and adornments; its superb, new buildings; its vast libraries and museums; its national edifices of charity and munificence; its rapidly increasing crowds of wealthy citizens and the spendid residences they have built for permanent homes; its closeness to Mount Vernon; and its gathering of intellectual people for a large part of every year. Indeed, it is quite surprising to notice the numbers of opulent men and women of leisure, who have adopted Washington as a residence, independently of business, politics, or statesmanship. In its mild climate, varied society, and numerous institutions of art, science and government, they find delightful, varied resources, while, by the proximity of Baltimore, they obtain in our city, whatever may be lacking in Washington All these attractions are independent of the fact that Washington is the annual residence, for many months, of the National Legislature, and at all seasons is the official post of the President, the Cabinet, and the administrative officers of the Government.

Thus Baltimore, without its political turmoil, may be considered a part of the National Capital, and as few will come to our city without going to the other, we believe it would not be unacceptable to our readers to possess, in short compass, a condensed view of Washington and the Federal District.

It is unnecessary, in such a sketch, to "begin at the beginning" and recount the old story how it came to pass that the political Capital of the States was placed on the Potomac; how the site was quarrelled over in committees and in Congress, in the Confederacy and under the Constitution; how New York, Philadelphia, Princeton, Baltimore, Wright's Ferry on the Susquehanna, and other places, were pressed for the prize; how men talked of centres of territory, and centres of population, and of centres of wealth, in turn as the proper umpires of selection; and yet came to the conclusion that all such centres were constantly changing in *all* countries, and that there was no true national centre but patriotism. And so, at last, it was, in all likelihood, the known opinion, and probably the known wish of Washington, that turned the scales in fixing the "Federal Capital" on the banks of his favorite river. But even after the removal of the seat of government to Washington, the city may be fairly said to have had a rickety existence—a sort of semi-uncertainty as to whether it would live or die—whether it would travel bodily northwardly or probably westwardly—until long after the war of 1812 with Great Britain. In that war, Washington got a bad reputation as a city of refuge. The enemy captured it easily, drove out the functionaries, and destroyed the public buildings. Indeed, it was not until the "Capitol extension" was determined on, dome built, and the great building finished during the civil war, that men felt certain that Washington was no longer adrift on the sea of sectional politics. The war did much in realizing this solid and wise conclusion, for Washington became the centre of all action not only as the seat of executive power, but from central convenience; and thus the crowds who saw the Capitol either from business or curiosity for the first time in their lives, cheered on the workmen to complete the dome as the perpetual home of confirmed national unity.

Though much attention had been paid before this to public buildings, and even to some municipal improvements in Washington; and though the Patent Office and Post Office were built, as well as partly the Treasury and the President's House, yet the great civic start dates from the modern Capitol and the war. Before that time the "Federal City" was always a straggling, ugly village; "a city of magnificent distances," as it was called; distances to be traversed in clouds of dust in summer, and waded through in mud in winter; a city cut in two by that sluggish worm of a rivulet which, as Moore sang, "was

Goose Creek once but Tyber now;" a town of some 15,000 inhabitants in 1880, a sort of national boarding house, or badly kept hotel, for politicians and contractors, with a quiet, reserved, aristocratic, old fashioned Maryland and Virginia society, in the background, which kept aloof from the political turmoil, whose refined life and courteous hospitality and whose dinners and suppers of canvasbacks and oysters, with "old Madeira imported by Gen'l. Smith, of Alexandria, in 1800," were the most desirable things to the stranger in Washington.

It was one of the desires, if not one of the designs of those who resolved on this city's site, that it should not become a *Commercial* Metropolis, but remain confined to its official character—legislative, executive and judicial. Washington probably thought, as others certainly did, that Alexandria's commerce and activity would not corrupt the political virtue of our legislators. But it was to be kept as pastoral and patriarchal as possible. *Anno Domini* 1800, however, was anterior to *Anno Domini* 1875, by three quarters of a century, and *very* long before rail and electricity had unified not only neighboring cities, but the world. Thus, before the war, it was the habit to undervalue Washington. As it had few attractions or comforts, folks got away from it as soon as possible if not compelled by law to abide there. But the war convinced men that Washington was a sort of neutral ground on which all sections could come without the rivalries of trade, and in free society become better acquainted with each other, and learn that they did not differ much in the essentials of character or opinion, and thus lay the basis of nationality. So, thousands, (may we not say hundreds of thousands?) became national by coming for the first time in their lives to Washington city, and realizing that *there was* such a thing as a national focus of people as well as of government. In this manner the Federal City obtained a hold on hearts in all quarters of our country. The State system of local government, and the National system of State defences and supply of arms, had localized the ideas of men, by familiarizing them only with local capitals and local defences in arsenals, forts and navy yards. All felt, it is true, a pride in these things as possessed by their own States, partly from the power they manifested and partly from the profit they brought to the neighborhood. But, it was only when they came to Washington and comprehended the vast machinery by which the power of a *Nation of States is concentrated and wielded*, and saw the easy operation of that mighty engine, like a central heart throwing fresh blood to every quarter of the land, and sending its mandates in a minute throughout the world, that they got confirmed in their Nationality. *They understood that Nationality was a necessity.*

There are few fairer prospects in a lowland country than the one beheld either from the western collonade on which the Capitol-library opens, or from the upper galleries of the Capitol-dome, at a height of about three hundred feet above the Potomac. It is a view of great beauty as far as nature is concerned, and of increasing grandeur every year in its civic and architectural aspect. Bursting forth suddenly from the thick verdue of trees that clothes the steep western terraces of the Capitol-hill, the whole western part of Washington city starts out in strong relief; its broad avenues radiating star-like from the base. Directly in front, wide and thronged for about a mile, stretches the well known "Pennsylvania avenue," striking off near the Presidental grounds and Treasury towards Georgetown and its "Heights." On the right is New Jersey avenue, and on the left are Maryland and Delaware avenues; while from the top of the Capitol's dome the prolongation of these avenues may be descried, intersected by other avenues and streets, northwardly and southwardly, bearing the names of other States, until the city's limits are reached, on the one hand, at the shore of the Potomac, and, on the other, at the wood-crowned hills of

Maryland. This civic design or plan of radiating or concentrating streets bearing the names of the various States, is a practical sentiment of National unity in a common Capital.

The observer on Capitol Hill stands on a wide plateau overlooking a great, green basin formed by the slopes of that undulating tract which lies on the left bank of the Potomac, between Rock Creek and the Anacostia. From the lower Falls of the Potomac, where the broken spurs of the Blue Ridge make nature somewhat rugged, a low chain of elevations ranges along the north, and continuing on the opposite shore of the river and of the Anacostia, merges in the circling sweep of the Virginian hills. These form a superb amphi-theatre, belted with the silver river, in which the city stands. Seen from the great elevation of the dome on a bright, clear day of June, and across the groves of the Capitol, and the flowers and verdure of the Botanic Gardens and the Mall, it is a picturesque marvel. It is as grand and beautiful, and somewhat resembles, the view of the Connecticut winding in silvery coils through its charming meadows and hills, as beheld in summer from the top of Mount Holyoak. In the upper stillness and distance of the dome, sight and sound are mellowed and harmonized, so that the rougher features and discords of a big city are lost to eye and ear, and the prospect is rather a picture than nature. Away off to the west, flow southwardly the bright waters of the Potomac, spanned by its famous "Bridge," across which, on the Virginian side, are seen the steep, bare hills of "Arlington," formerly the home of Custis, now the National Cemetery of 15,000 citizens who fell in the civil war. These heights, crowned with original forest as far as the eye could reach up and down the river, were stripped of trees during the conflict, and are now only beginning to resume their former aspect. Directly at the observer's feet, at the base of the western terrace, betwixt Pennsylvania and Maryland avenues, are the superb National Conservatories and Botanical Gardens, rich in choicest native and exotic plants and trees. Beyond these, in the same plats, is the Mall, in whose midst, among gardens and groves, rise the quaint towers and crenelated walls of the Smithsonian Institution, an edifice built in the nineteenth century to revive, if possible, the mixed architecture of the twelfth, and to make a picturesque exterior of stone, mask an inconvenient interior. It is odd indeed, that a building designed for scientific purposes, should have been built on the plan of edifices that were erected in tasteless times, and if we may judge from their irregularity, were but patchworks of various dates, pinned together as the wants or vagaries of their builders required. This building has always reminded us of an old fashioned table-castor with unequal cruets. Beyond its unequal towers and roofs, loom up the rectangular lines of the "Department of Agriculture;" while further off at the end of the Mall, near the Potomac, stands that unfinished, *appealing* Obelisk, a nation's broken promise to Washington's memory.

Still further onward, northwestwardly of the Obelisk, are the twin domes of the "National Observatory." Southwardly, at Greenleaf's Point, where the waters of the East and West Branches unite, is the "Washington Arsenal;" while southeastwardly, on the Anacostia, or the East Branch, may be seen the "Washington Navy Yard" with its warlike shipping. North, among the more distant hills, stands the single tower of the "Soldier's Home;" and, closer to us still, the "Howard University." Directly in front, at the opposite end of Pennsylvania avenue, is the "White House," the goal of so many Presidental aspirations and sorrows. This plain mansion, like most of those we have already noticed, is embowered in grounds laid out with charming taste, while around it, according to the advice of President John Adams, are grouped the new "Treasury" and the old "War and Navy Departments." The more recent "Post Office" and "Patent Office Departments" are half a mile nearer to us on the right. President Adams was of the opinion that Secretaries, as his Cabinet counsellors, were necessarily in closer communication with the Executive throughout the year than with Congress in its winter sessions; and, doubtless, he believed they would be freer at a mile's distance from the

interruptions of members whose legislative functions ought to keep them busy at the Capitol. In the primitive days of 1800, a mile was not as easily or quickly travelled in Washington's snow, sleet and mud, as it is now on the city's asphalt. All these public edifices, amid their groves, gardens and embellished grounds, are surrounded by elegant private dwellings lately built, by superb churches, tall spires, society halls, and the comely houses of charitable or humane corporations.

But turning around entirely from these western views of Washington, and looking eastwardly from the dome-top over the less densely occupied parts of the town, we see the streets and avenues, which a few years ago were but paths and lanes amid a straggling suburb beyond the "Old Capitol Building," now crowding with houses which stretch off from the planted grounds of the Eastern Capitol plateau embellished with statuary, and across the Congressional Cemetery with its embowered monuments, towards the gently waving levels of Maryland, dotted with villas, farms, cottages and forest. Then, letting the eye drop southwardly towards the Potomac—that river so anxious a boundary to millions during four years of war—its silvery water is seen winding away in graceful lines, until Alexandria is descried; and, in clear weather, the sites of Forts Foote and Washington, and even of historic Mount Vernon, are seen like blue dots on the horizon. This is an impressive panorama, an impressive massing of the Union's physical and intellectual forces. All the Nation's apparatus of war and peace is within our view. It is the focus of the country's strength and wisdom; of its strength, because of its guarded seaboard centralism; of its wisdom, because here the most enlightened citizens, as well as the Representatives of popular power and legislation, have not only the charms of nature, but all the appliances of culture to delight and instruct them.

But the reader may be anxious to quit this high perch on the Capitol, and to descend, too, from the lofty strain our admiration has drawn from us. It would be hardly proper to describe the city minutely in a book like this. That is the duty of "Guides" with which travellers arm themselves when they attack a new place. Yet it will be well to note a few, at least, of the Capital's principal attractions rather in the form of a catalogue, with a running commentary, than a complete narrative.

With the bird's-eye plat of town and country we have given, it is likely there will be no difficulty in finding places. Beyond the departments, gardens, public institutions, and neighboring drives and some fine houses, there is yet not much to absorb our time. These, to be seen and enjoyed as they ought to be, will require "a season." Private collections in art, literature, virtu and science, which are increasing in number and value as wealth and taste establish themselves permanently, are to be reached through personal introductions and hospitality.

The traveller who comes to Washington after ten or even five years absence, is instantly struck by the radical change and improvement of the streets, their drainage, grading and paving, particularly in the western part of the city, where the Board of Public Works dealt remorselessly with old thoroughfares, widening, reducing them to a pleasant level, and compelling some degree of elegant uniformity. This has played havoc with many a house-front and entrance, perching some on banks, and hillocks, and reducing others below their ancient level. It has given all, however, an opportunity, and especially those that have money, to terrace and adorn their fronts, and to gird themselves with marble and brick, or flowers and vases, as threshold welcomes to their visitors. Nevertheless one may say confidently, that, after a few years, all must confess the work has wrought a magical and proper change in the symmetrical ele-

gance of Washington, as well as in comfortable access to all parts of it. Yet civic taxation will always blur a city's beauty to eyes that see it through "Collectors" bills! But happily the "deed is done," and all those parts of Washington, west and north of the President's House and the Departments, are now easily traversed, afoot and in vehicles, by night as well as by day. The Nation, during the war, became ashamed of a Capital which could scarcely be used by pedestrians (unaccompanied by a boot-black) in bad weather. The mode in which the improvements were done is unimportant to the visitor who does not come hither as a detective; nor shall we digest the *three thousand six hundred pages* of the "Senatorial Investigation" which Congress has printed as a warning or a guide-book for future Boards.

As originally laid out, the "Federal District" was a square of ten miles, comprising one hundred miles in its quadrilateral. Maryland and Virginia were both eager to cede land and bestow money for public buildings; Maryland gave $72,000, and Virginia $120,000, and when the Government came to want, as a builder, gave or at least guaranteed, more. So, the "District" continued to be the "Ten Miles Square" of early times, until 1846, when all that portion of it on the western shore of the Potomac, about 36 square miles, which had belonged originally to Virginia, was retroceded to that State, reducing the area of the remainder to 64 square miles, obtained originally from *our* State, and which the Nation still holds. The modern District, so diminshed, is divided into the City of Georgetown, the City of Washington and the County of Washington. In 1871, Congress made this into a Territory with a kind of Territorial Government, vesting the executive power in a Governor to hold office for four years, who was nominated by the President of United States, and confirmed by the Senate, with a Legislative Assembly or Council, appointed by the President and confirmed by the Senate, consisting of eleven members, and a House of twenty-two members, elected by the people. These, with a Board of Public Works, a Board of Health, and a delegate in Congress, made the Executive and Legislative apparatus of the dwarfed District or Territory of Columbia, yet raised and entitled it to something like National wardship. But, as early as a year after this bantling's birth, doubts arose as to the wisdom of the new device. Complaints and investigations were made, and after a bitter conflict, the territorial form of government was abolished in 1874,—the Board of Health alone being retained, with a provisional government of three Commissioners, until Congress shall enact a permanent system. The financial condition of this inchoate Government is not flourishing or flattering. Its Board of Public Works, mostly wealthy men, went to their duties with a bold hand, and the cost of completing them was heavy. With a population of about 132,000 of whom some 90,000 are *whites* and 40,000 *colored*, the District is estimated to possess a real estate of $200,000,000, and a revenue from taxation and other resources of about $2,100,000. Its bonded debt is $9,902,251, or within one hundred thousand dollars of the ten millions to which Congress has limited its power to contract debt. The rate of taxation is two dollars on the hundred dollars in Washington and in Georgetown, and one dollar and fifty-eight cents in Washington county. It is reported that the population of the District, as now founded, increased over seventy thousand in the fifteen years, between 1860 and 1875. With their increasing numbers, the prosperity of this region, (of which Washington City is the Capital and Georgetown the port and the main support of the District, together with the favorable climate in which the percentage of deaths is 1–53,) seems extremely probable.

All the crops of the temperate zone grow finely, while the products of large portions of Western Maryland and Virginia—coal, iron, wheat, corn and provisions—are poured into Washington and Georgetown, which are now practically one, by the Chesapeake and Ohio Canal, that ends at the latter city. Fruits and vegetables of the greatest variety and best flavor and species, together with the "mountain mutton of Virginia;" the choicest beef from the upland meadows of the Potomac, the Glades and Ohio; the excellent fish and

oysters of the Chesapeake, the deer of Alleghany and the "canvasbacks" of Maryland, supply the markets abundantly. The great Potomac Aqueduct now pours sweet water into all parts of the city. Hotels, which in former years were not renowned for good accommodations of bed and board, have been improved, while new ones, of late years, were added, which are unsurpassed in comfort and luxury, by the best of our northern cities. In fact Washington and the District are no more what they were in the days of our fathers, nor what they were supposed likely to continue forever. Those were the days of the "Stage Coach," with its "six or nine inside," for which we were "booked" the day before our journey, at the "Stage office in Baltimore, kept by Stockton & Stokes," and had to be punctual to the hour to secure good places in the interior. Five or six hours were spent upon the dusty or muddy "pike" betwixt the cities, until at last we entered them in the dusk of the evening, the driver blowing his horn, and the bar-keeper rushing to the coach-door with his movable step-ladder to aid the descending guests, and welcome them to "Gadsby's," in Washington, or to the "Indian Queen," or the "Fountain Inn," in Baltimore. The steam engine, capable of driving from thirty to sixty miles an hour, and the electric telegraph, were not even imagined; so that with these vastly altered laws of intercourse, supply, and distribution, changing almost all the bases of business and society, we should not be surprised, as years go by, to find Washington become a city of commercial importance.

Alexandria was such a city in the times of the "Old Dominion's" mercantile and agricultural pride, when the tobacco planters and farmers in semi-feudal days, maintained hospitable homes on their lordly estates, and imported, through Alexandria, many a thousand cask of "Madeira," a few hereditary, cob-webbed bottles of which still linger in the cellars of Baltimore *bon vivants*. It was, indeed, to Baltimore and Washington—and it is proper it should be remembered in the story of those cities—that we owe the first experimental trial and success of the electro-magnetic telegraph of Morse; for it was between them that the test-wires were laid in 1843, and the writer recollects with pleasure that his name was one of the first "ticked" by the instrument from Baltimore to Washington, and instantly returned from Washington to Baltimore.

The stranger who has but a short time to survey the National Capital, should begin his round of visits by the Capitol and its surroundings. He will find minute descriptions of this great edifice for sale in the building, as well as in the book stores. The Capitol is, indeed, almost a museum itself. Without entering into details which would be cumbersome, we would particularly direct the visitor's attention to the central rotunda and dome, for their wonderful architectural impressiveness. The embelishments of the rotunda in painting and sculpture are chiefly historical, and therefore of national interest, though some of them do not rank in the highest grades of art, especially the paintings of Trumbull. These, however, have inestimable value as portrait-pictures, while the paintings by most of the other artists are rather allegorical or imaginative than historical. Vanderlyn's "Landing of Columbus" is perhaps the best of that school owned by the Nation, while Powell's "Discovery of the Mississippi" is as fanciful in figures as those figures are fantastical in costume. Vastly different in appearance and clothing from this glaring group of Spaniards on parade, was the torn and way-worn band that reached the great river after its long and dangerous wanderings through the tangled forests and swamps of Florida. The sculpture by Caucici and Greenough, on the east-front of the Capitol, and on the sides of the great entrance,—particularly "Columbus Discovering America," as it has been facetiously called,—is not in our opinion worthy of so distinguished a place in a National Capitol. The first works of art that greet the visitor in such a place should be supreme in excellence.

Greenough's "Washington," and his colossal group of the "Pioneer protecting his Family from Indian attacks," though wrought with skill, are simply bits of good workmanship in

statuary rather than works of high ideal art, illustrative of our forest-founders, and of the Father of his Country. The "Old Hall of Representatives," since the new one was occupied by Congress, has been devoted to the reception of sculpture and paintings, and we hope it will become, in time, an American Pantheon, where memorials of all who are worthiest in the land, in all classes of human endeavor, will be properly selected and kept, instead of continuing, as it was for a while, a show room of adventurers for Congressional patronage. In that way it will become worthy of the country, and a niche under its roof an object of ambition; but to insure so good a result it ought to be put in charge of an *independent* committee, whose taste and firmness could not be demoralized by the promise of a picture or a bust. The wretched "jobs" that have so often been won from Congress by these adventurers, should be replaced by works of unquestionable merit in design and execution, by artists who do not beg patronage or work "on commission."

THE CORCORAN ART GALLERY.

The foundation of Mr. CORCORAN's superb gallery, given by him to the United States—and, with the Smithsonian Institution, the noblest intellectual gift to our country—will produce a good influence on those who hold the purse-strings of national patronage. They must go to these collections, if only for pastime, and the eye, habituated even casually to art, must soon become interested as it observes, and so taught to be tasteful, even without study. The Nation can hardly be too grateful to Mr. Corcoran for his costly present. It was a wise, benificent display of the true uses of wealth. The collection of statuary, paintings, bronzes, casts and objects of *virtu*, and the splendid building that contains it, have probably cost the generous and tasteful bestower over a million of

dollars. The stranger will surely visit this museum at the corner of Pennsylvania avenue and Seventeenth street, and we doubt not he will agree with us as to the intellectual effect it must have on the country, and especially on the legislators whose duties compel them to live so long in Washington, many of whom enjoy, in those halls, the first glimpse they ever had of true art. Elsewhere, throughout Washington, the stranger will find embellishments in the nature of works of art of various merit. The "bronze doors" in the Capitol, following and emulating the style of the great Pisan doors of Italy, are, we think, the best works of the kind we have seen dating since mediæval art. They are of exquisite design and execution, and though their embellishments may be catalogued, and will be found at length in the descriptive catalogues of Washington, it is difficult to *describe* them with any likelihood of conveying a correct idea of their character. They must be seen, as they doubtless will by all visitors, and then *studied*. The main bronze door of the Capitol, the portal of the east front to the rotunda, was designed and modeled by Randolph Rogers, the American sculptor, in Rome in 1858; the other bronze doors designed by the American, Crawford, and, after his death, modeled from his drawings, in Rome also, by the Maryland sculptor, Rinehart, lately deceased, are also suitable companions to the superb works of Rogers. These vast metallic valves, laced all over with historical and allegorical relievos, delicate yet bold in execution, framed in tracery and foliage worthy of Raphael, are sombre in their color, and not so well calculated perhaps to please as groups and figures of white marble, but they are not the less worthy of admiration and pride. Statues, single figures, and equestrian, of noted men, distinguished for civil and military deeds, will be found distributed over the city. Admiral Farragut's is to be set up in Farragut Square. In a square still unnamed, north of the President's House, stands the colossal equestrian statue of Winfield Scott, the work of Brown, ordered by Congress. In the square opposite the "White House," Jackson in bronze, rears a bronze horse perpetually on his hind-legs, and shows how Mills solved the sculptor's problem of sustaining so massive a statue without attaching the animal's tail to the pedestal by the bronze ligature of a serpent, as Peter the Great's horse is sustained in St. Petersburg. In other places there are statues of Washington, Lincoln, Hamilton, Gen'l Rawlings, Franklin, Hancock, Benton, General Greene, Roger Williams, Trumbull, Roger Sherman, G. Clinton, Livingston, R. Stockton, Kosciusko, Gen'l Kearney and Jefferson, the last in bronze, and certainly one of the best executed of our American portrait-statues.

These slight notices of National Art in Washington are made, because in all countries we find memorial art the *first* out-cropping of taste that distinguishes nations as they grow and naturally desire to surround themselves with objects, which are not only "things of beauty," but incentives to honor and tokens of popular gratitude. Painting and sculpture in bronze and marble, therefore, demand our earliest and most careful scrutiny, for they are the lasting records not only of our time but also of our national taste and intelligence.

There is much *fresco* adornment all over the Capitol, mostly ornamental arabesques and floral fancies. These were chiefly done by foreigners, and are mechanical rather than artistic. Over the first landing of one of the staircases of the "House" extension of the Capitol is a *fresco*, called a silica chromo, by Leutze, for which the Government gave him $20,000. It is best seen from a balustrade opposite, at the head of the stairs. It represents an emigrant train apparently descending the last slopes of the Sierra Nevada, and first beholding the Pacific at the Golden Gate. "Westward the course of Empire takes it way" is the motto affixed to his work by the great artist, who, in his picture, has given a grand composition of American energy, hardihood and enterprise, while the colors, we fear, are beginning to suffer change from the materials with which they were imparted, on the wall and plaster on which they were painted.

Do not quit the Capitol without going to the Library Halls, occupying the principal floor on the western projection of the building. Here are stored 260,000 volumes, and

50,000 pamphlets, 30,000 *volumes* alone, belonging to the *Law* Library. Piled on the collections originally bought by the Government from Mr. Jefferson and others, are the Smithsonian Library, deposited after the fire in that Institution in 1866, and the really great collection of the late PETER FORCE, who devoted his life to historical studies and to the gathering of his library. The Government, after some years of improper delay, paid him $100,000 for 23,000 volumes, exclusive of the immense collection of *pamphlets* which passed with the books. The early printed books *in* and *on* America; the early American newspapers from 1735 to 1800; the 300 early atlases and maps, many still unpublished, covering our whole territory; some fifty volumes, in folio, of historical autographs, embracing a collection of military and political letters of the Revolutionary times from 1765 to 1787; an "Eliot's Indian Bible" and 41 different works by Increase and Cotton Mather; are cited as *specimens* of the rarities and the excellence of this addition to the National Library. Dying very soon after the sale and transfer, Mr. Force did not long enjoy the money for which he had exchanged the greater treasure, his books. But it was a satisfaction to him to know at least, that they were not scattered by auction, but secured *by the Nation and made forever accessible to students.*

This spirit of intellectual refinement naturally leads us in our quest through the Capitol to the Government "Botanic Gardens and Conservatories," where the authorities have gathered all the beautiful flowers, plants and trees of the world. It is a self-paid compliment to the Nation that had the taste to collect this grand assemblage of the perennial charms of nature, its flowers and herbage, from all climates of the globe, and to bring them within the observation of every citizen. Into these luxurious grounds we enter, when we descend the western terrace of the Capitol; and through groves of flowers and verdure we may drive thence to the President's grounds, and even far beyond them. A lover of botany, and even a mere lover of pretty flowers, or even of a "belle's bouquet," will have his senses of sight and scent gratified for hours daily. A true botanist might spend weeks in study. From this establishment every citizen can be supplied with choicest seeds, and reproduce, in his distant home, the handsome flowers, or the more useful grains he has found in Washington. Beyond, but in the same westward line, we come to the "Smithsonian Institution," the legacy of a learned Englishman to our country. The quaint building we have already described is occupied by its scientific corps, museum of natural history and ethnological collections, and here every man of culture should pause, not only to visit the halls, but, if possible, to be presented to the acknowledged head of American Science, JOSEPH HENRY, who has been the virtual creator of the Smithsonian; the wise director of its energies, in collecting, investigating and publishing for the purpose of "diffusing knowledge among men," according to the will of the British founder.

The Department of Agriculture, with its collections, comes next, and will attract farmers and planters especially. A glance at the unfinished and, we think, ugly monument to Washington, may suffice as we go onward, resolving perhaps to give our mite towards its completion, though we disapprove the design.

In the "National Observatory," next reached, and in the "Signal Office," we shall find the superb apparatus collected by the Government, and get a glimpse of the busy scientific men, whose observations and calculations guide our ships over the sea, and give us daily bulletins, with our breakfasts, of the weather all over our coasts and country. The "President's House" is more remarkable for its beautiful groves, gardens, drives, walks and conservatories, than for its architecture, or the elegance or comfort with which it lodges the Chief of such a country as ours. For many years it has evidently not been suitable, in size or style, as the social focus of foreign and American statesman, and citizens who throng the Capital for half the year and congregate at the "White House." It was designed, we believe, to display "American simplicity," and to suit as well as prove the unostentatiousness of democracy. But, democracy requires accommodation, and is

not indifferent to comfort or entertainment. The President has become a sort of national host. Unlike the heads of the Old World's governments, the Executive of the United States must not only be accessible if he wants to be popular, but he must be accessible if he wants to be useful. President Lincoln opened his office-doors daily during specified hours; and letting in the waiting crowd, received each person in turn, sitting at his writing table; and inviting the visitor to be seated, listened to his wants, complaints, projects and suggestions, his nonsense or his wisdom. These he called his "public-opinion baths." Presidents, husbanding their valuable time, must organize their system of popular communication independently of *levees* or *receptions*, so as not to clash with executive business, which is increasing so rapidly, and exacts so much personal supervision from any conscientious man who does not allow himself on public affairs to be compromised by Ministerial Government alone. The *personal government* of the President is extensive, and it is the source of his *personal responsibility* as distinguished from the British Government, which throws responsibility on Ministers and saves the King or Queen, but converts that functionary into a figure-head instead of a power. Besides this, the relations of our country with all nations require the presence of a large Diplomatic society in Washington, and many Governments are beginning to build homes for their representatives in that city, and to fit them up in a manner commensurate with the dignity of the countries represented.

This adds much to the style of Washington life, and doubtless to its luxury and expense. The President's House, without being a palace in extent or surroundings, should be suitable at least in elegant and ample accommodations, and we regret to say we have not seen much improvement, save in the addition of conservatories, which are but ornamental, in the thirty years we have known it. Most of our late Presidents seem anxious to get away from it as soon and as often as they properly can, except at the end of their four years term.

Of the new buildings commenced by the Government, the Treasury, we believe, is the only one nearly completed. The new War, Navy and State Departments will be edifices of which the country will be justly proud when they are finished. The plans are certainly excellent. The Post Office and the Patent Office were built many years ago. Both are handsome and convenient, but of different styles. In the Treasury, official life deals for six hours every day with the machinery of revenue and expenditures, and so carries on Government which could not exist without money. To men of our day it has an especial interest. It is a manufactory of money. It makes the money or "currency" of the country, by coining its credit *in paper*. It not only makes the money by issuing it, but makes the plates to print it; it makes the ink that prints it; it makes the engravings that embellish and identify it; *fac-similes* the names that legalize it; it prints the notes; and makes or made the very paper on which the notes are printed. As much of this mintage of currency as is allowed to be visible should be seen by strangers. It is very pleasant to remember that this delicate fabrication, counting, classifying and packing, have been the means of giving employment to thousands of American women who "get their rights" in this gentler task, but would not be equal to the labor of impressing the Nation's credit on *metal*, if we dealt in solid coin instead of "Greenbacks."

In the marble halls of the Post Office Department, the vast machinery of our foreign and domestic correspondence by letter, postal cards, newspapers, hand-bills, pamphlets, books and packages should be observed with a competent and *willing guide*. One may rather wonder that a Post Master General does not go mad after a few weeks dealing with the myriad mails that are the life-blood of the world. When the superb system and remorseless discipline of this Department are understood, surprise gives place to admiration. Obedience and order are more implicit then in the army. It is difficult to lose a letter, and equally difficult not to get one after it reaches its destined office. A bank-note *will* slip out occasionally; but the *slipper* is generally soon detected. In this Department the *Dead Letter Bureau* and its collections should be asked for.

It is in the "Patent Office" that American ingenuity and mechanical science are strikingly displayed. Its model museum is a wilderness of conceptions that have come to no good, and of inventions that have been of more or less utility. Some (the sewing-machines for instance) have been of immense value, especially to woman. Since the ruinous fire of 1836, *one hundred and fifty-six thousand* models of inventions have accumulated in the Museum! What monuments these are, in forty years, of seething brains, disappointed hopes, extravagant speculations, of lucky hits, of genius, of enterprise! What would they have been, in point of curiosity, had not that fire burnt up *four thousand* models gathered since 1790, when the first patent was issued to one Sam. Hopkins for making potash! So great is the facility of our inventive power, that patents are issued at the rate of about 13,000 yearly.

In this building are also, at present, the offices of the Secretary of the Interior, and of the Indian, Pension, Census and Land Bureaus. An inquisitive man will feel inclined to call on the Minister of the Interior and ask his opinion of the "Indian problem!"

But, independently of the inventive talent displayed in the dusty samples of the Museum, the Patent Office has for many years interested us, as antiquarians and historians, in its collection of Revolutionary relics;—*personal* things, which bring the original possessors palpably before us. It is there we find Franklin's Printing Press, at which he wrought, as workman, in London in 1728; Washington's china, given to him by the Cincinnati; Washington's uniform, worn when he resigned his commission in our Maryland Senate Chamber at Annapolis in 1783; his tea table, writing case, compass, cane, *sword* and *tent*, and tent poles; his camp chest and furniture, andirons, two chairs, curtains worked by Mrs. Washington, and his *commission* as *Commander-in-Chief of our Revolutionary Army*.

Near these objects of personal but national interest is hung the ORIGINAL DECLARATION OF INDEPENDENCE, somewhat marred by the moisture applied, many years ago, in the State Department, when a fac simile of the document was made for an engraver. The signatures should be carefully retouched with India-ink by an experienced penman before they fade entirely under the oxidizing process to which they have been subjected. The Government Printing Office is an object of interest to citizens from its fine organization and the quantity of business systematically transacted in it. The "Museum of the Ordnance Department," (under the War Department, but not in that building,) should be visited, as it contains many curiosities in arms and military relics of great historical interest. The "Arsenal, and Navy Yard, and Marine Barracks," are also vast storehouses of military strength, and museums of articles of warfare, the relics of well-fought fields of land and sea.

We have alluded to the Smithsonian Institution already, but we neglected to mention that its halls have been made a NATIONAL MUSEUM of the collections of the United States Exploring Expedition under Admiral Wilkes, U. S. N., which were originally placed in the Patent Office, but transferred to the Smithsonian in 1858. Since then, this nucleus of a National Museum has been augmented by specimens from more than fifty expeditions of the United States Government, and by investigations of the Institution, and contributions from individuals, representing all quarters of the globe and all branches of national and human history. It is very complete in European and North American mammals—their skeletons as well as skins,—while the *ethnological* specimens of our continent, relating to native tribes, surpass, it is said, those of all other collections. The mineralogical, lithological, ore, mettalurgical, meteoritic and geyserite collections are rich and large. Not the least interesting memorials of Naval explorations are the "Polaris"-Arctic collections, saved from the wreck, with relics of the ill-fated Hall, of Parry, Franklin, Frobisher and Kane. Here, too, is the alleged "Sarcophagus of Alexander Severus," which Commodore Elliott, U. S. N., brought from Beyrut, in Syria, and presented to

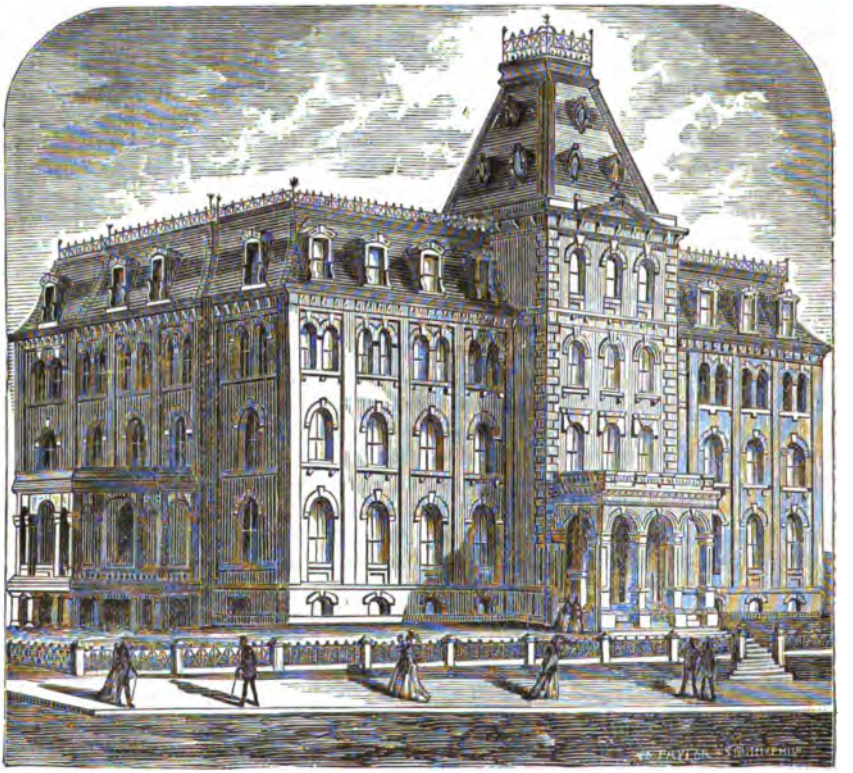
Andrew Jackson for his sepulture. It was an odd gift, which the republican President declined, being unwilling to be coffined as an Emperor, and especially in a second-hand shell!

This interesting Museum, which is daily thronged by wondering crowds, gazing particularly at the quaint relics of our Indians, and the sculptures and monuments from Central America, is scientifically arrayed, and is not the mere "curiosity shop" that some have imagined. It will be added to every year, and before many pass, will require additional halls for the scientific display of the gathered objects and their study.

We have already alluded to the improvements, in the open air aspect, of the Capital, made in the last five or six years, under the Board of Public Works. They are most striking in the grand streets and avenues. In making these improvements, the main purpose has been to give the avenues—as the characteristic feature of the city—easy and uniform grades. The green-bordered footways along wide streets became instantly popular, so that Washington grew into a vast garden, in which the boundary betwixt town and county is almost lost. Public and private gardening closely followed the street-builders, and the new highways were planted with trees as soon as the seasons permitted. Large spaces of ground between curb and dwelling, allowed in some avenues the monotony of system to be broken and relieved by *double rows* of trees; so that this plan of *parking* the Capital has, to some extent, indemnified property holders by adding a parterre of turf to their lots, parting them from the dust of the street by a fringe of verdure and flowers. Many drinking fountains were also set up for man and beast, and provided with service pipes. The extent of this embellishment may be judged from the fact that, even at the beginning of last year, the parking then completed amounted to nearly six hundred thousand yards; while the finished sidewalks counted 208 miles; the improved roadway 118 miles in the city, and 89 miles in the county of Washington. The grading done between the middle of 1871 and the beginning of 1874, reached the enormous sum of three millions three hundred and forty thousand cubic yards. And so the success with which the streets of Washington and Georgetown were thoroughly *regenerated* in a short time and on novel principles, may justly be said to be unparalleled in the history of cities. These avenues and streets now afford drives for many miles, and display the increasing luxury of life and equipage, in the Capital, among our statesmen, resident citizens and the Diplomatic Corps. The elegant entertainments of the latter class, as well as of the Executive officers and wealthy residents, have, since the war, given the character of an European capital-city to Washington. We advise the stranger not to leave it, (especially if his visit is in the spring or summer, or in autumn—when the rich foliage of that season glows with red and purple and golden light—) without taking one of these pleasant drives through Washington's improved thoroughfares, and to end the excursion by a halt either at the superb Aqueduct over the Potomac; or in the groves of "Oak Hill," that beautiful but solemn cemetery-gift, too, of the princely philanthropist Corcoran; or among the embowered monuments of the Congressional Cemetery; or, again, at the *Soldiers' Home*, which a grateful people dedicated to the repose of veterans who have served their country faithfully in war. The Colleges at Georgetown, the Columbian University, and the Churches in the city should be inspected by him. The Theatre, which was the scene of President Lincoln's assassination—but was bought by the Government to be, monumentally, converted into a Medical Museum of the Army—contains surgical and anatomical collections, (the result of the civil war,) which are unequalled as scientific specimens for students, and are interesting even to the unskilled in surgery. Here are found the 16,000 volumes of hospital records of the war, forming the basis on which *pensions* are granted by the Governernment, *while the alphabetical registers contain nearly* 300,000 *names of the dead who fell in the fight.* It is a striking summary of that dreadful conflict! This Army Museum was not founded to gratify curiosity, but for the scientific use of the most benifi-

cent of all professions. It is considered the finest of its kind in the world, and is visited by numbers from abroad to study the results of our experience, not only in surgery and treatment, but in the construction of barracks, hospitals, ambulances, surgical instruments, artificial limbs, and all that terrible apparatus which attends the battle field, and by which man instantly tries to save life after attempting to destroy it!

Turning from the Museum, which grew up on the ruins of a Theatre, we must not forget that our fellow-citizen, Ford, its former owner, has re-established himself in Washington, and, with the facilities of travel between the cities, (in both of which he maintains Theatres,) could doubtless play a second piece in Washington with the actors who performed the first piece in his house in Baltimore. His Theatre, with other halls, and several edifices devoted to music and concerts of the higher class, afford ample entertainment to residents and strangers in Washington during autumn, winter and spring.



LOUISA HOME.

Among the many hospitals and asylums of Washington and the District, we should specially mention the LOUISA HOME, another of the benefactions of Mr. Corcoran. His "Art Gallery," to teach taste to the living, and his "Oak Hill Cemetery," for the repose of the dead—both gifts to the people—were aptly supplemented by this noble Asylum for gentlewomen of refinement and education who have been impoverished. It is a substantial edifice, built with care under his personal supervision, at an outlay of near a quarter of a million, while an equal sum has been set aside by him for its maintainance. Its name is monumental to the memory of the benefactor's wife and daughter.

This sketch of Washington is but a jotting down of hints, showing the attractive objects of the Capital, independently of "midnight sessions of Congress," the quest of "Government contracts," or attendance on "the Lobby."

The great questions of national interest which agitated the Union between 1800 and 1865 are settled—many by public opinion, or law, and many by the war. Thus there is no longer need, and hardly a chance, for our statesmen to deal with those broad, general principles which lie at the foundation of free, constitutional governments. We are out of the formative state,—the gristle of nationality,—and are quickly hardening into the bone of solid power and union. Hence there is rarely an occasion for our legislators to display that kind of oratory which made the first four decades of this century remarkable, and produced famous speeches, from the days of Samuel and John Adams, to those of Clay, Calhoun, Webster and others. Our best oratory of the classic class ended with those statesmen. Since then a larger country, and numerous interests or affairs to be dealt with, exact the closeness of quick, business debate, allowing little time for oratorical expansion. We legislate more perhaps on head than heart. Party, too, has drilled men to vote rather than reason. Accordingly, while a visit "during the session" will always be agreeable; for men of leisure, it will be mainly so from the society congregated in Washington during winter.

In old times, besides being only a politico-official place, Washington was not considered healthy. As in most new settlements of lowlands, there were marshes, the nests of *malaria*. These were drained long ago, and, as far back as 1848, the health reports showed the average of deaths was not more than two per day in a population of not over 25,000. Since the war the health of the city has been still more improved by proper sewerage and grading and sanitary police. It is recorded that of all those whose names are cut on the monuments of the Congressional Cemetery, the greater number died of diseases contracted before they came to Washington, or from the natural results of irregular habits. There could hardly have been anything more trying than the official, and often the private life, of an M. C. cooped up in the foul air of the halls and committee rooms, four, six and sometimes even twelve hours daily, often with evening sessions, late dinners and late suppers at the haunts of fashionable vice, which were unfortunately too much frequented by members and visitors in the high old days of cards, dice and the *duello*. Those were days of "Gadsby's," "boarding houses," "lodgings" and "Congressional *messes*," when it was the fashion to come hither *en garcon*, and play the gay bachelor, while the country family hibernated at home. Disease prevailed at times to such an extent, that we have heard a famous senatorial doctor relate how he was often consulted as to when he would "have his patients in condition to adjourn and go home." But in later times, Washington has lost its bivouac character. It is no longer an encampment of political gypsies, but an abode. Numbers of Representatives and Senators live there permanently in elegant houses, entertaining in style suitable to that of the Executive officers, the Supreme Judiciary, the Diplomatic Corps and the citizen-residents, who have built that sort of large and showy house which is commonly called "palatial." Many of these Senators and Representatives live there continuously, going to the watering-places in summer, and returning to their constituents only in time for fresh elections. Sessions are generally longer. Pay is higher. Money is buoyant. Presidents no longer ride on horseback to their inauguration, Harrison being the last we saw perform that exploit. Almost every married member brings his wife and family, educating his children in the schools of the District, or in neighboring Baltimore. The rickety Virginian hack, tattered driver, and the anatomical horses with ragged harness, have disappeared. Superb coaches, phætons, drags and roadsters are in vogue. Rivalry in splendor and costliness makes each yearly entertainment an upward step on the stair of extravagance. The architecture and furnishing of modern mansions surpass in luxury and cost nearly every thing below the

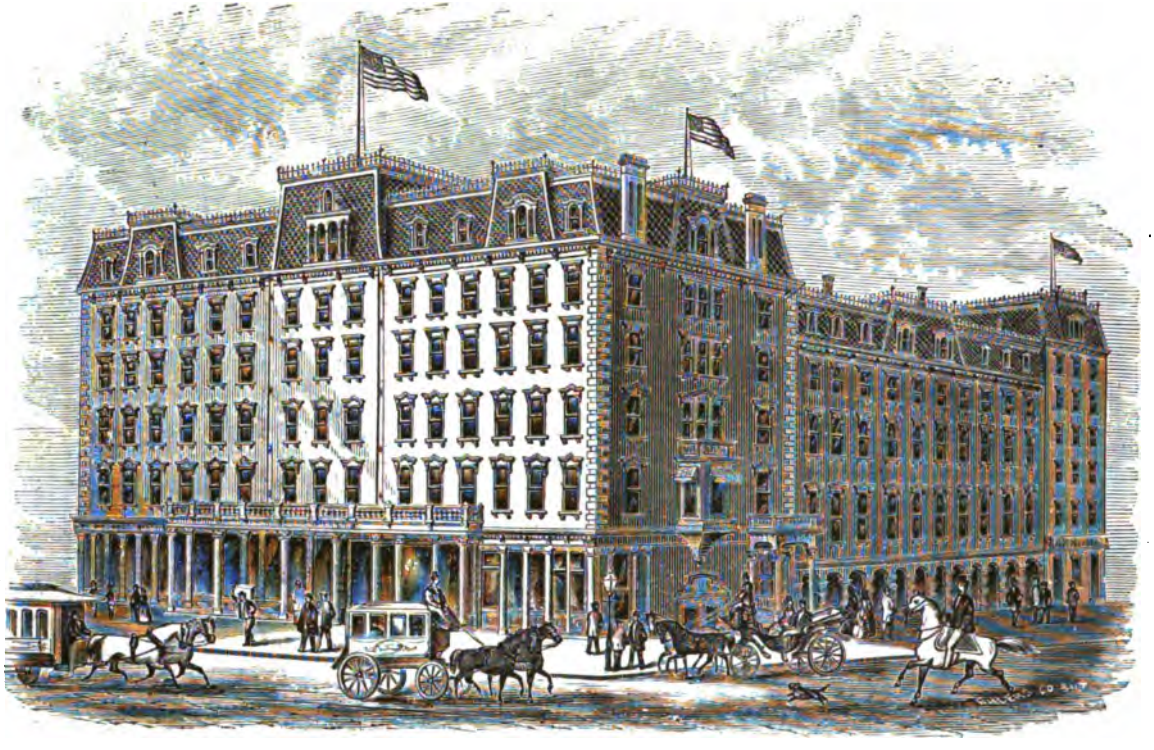
grade of "Ogontz;"* but the rich man's luxury is the poor man's wealth, and so extravagance benefits society while it weakens the squanderer. In fact, Washington is a capital place, not only to visit, but to dwell in—provided you are an independent citizen and not an office-holder.

It is certain that the aspect of Washington—civic and social—underwent a marvellous change since 1860. There were two phases of this change—one during the war, another at its end. The war made that city an outpost of the battle-fields, though it remained the actual Capital of the Nation. Washington instantly became what it had never been before, a scene of enterprise in business on a vast scale. But this activity was, of course, limited to people from the North, East and West. For a time it was even the resort of hundreds of thousands connected with the conflict—as statesmen, soldiers, contractors, political adventurers, mere observers, or humane citizens, bent on mitigating war by succoring the sick and wounded. Woman was not missing at such a time of anxiety and need. After a while, the war's aspect changed, and society's face changed with it as one of Southern society's institutions vanished with Slavery. It would be absurd to deny that this had been a power in Washington life, but, at the war's end, that power was gone. Indeed, the dominion of *any* section's influence that interfered with free speech and action, was broken forever; and, with this wholesome establishment of perfect equality, feelings changed, imperious manners became ineffectual, duelling ceased, and the Nation no longer doubted that Washington would remain our Political Capital. Its foundations, in fact, were relaid in Universal Liberty, without which a Republic is a deceit. Then came necessarily the second change—the immigration of active, opulent people, with the sanitary improvement and becoming embellishment of what was to be forever the seat and centre of AMERICAN POWER. Hence the grand public works which have made Washington so beautiful and habitable; the increasing attractions of art, literature and science; and the rapid growth of a fresh, permanent society of wealth, culture and refinement. Few, we believe, will go there without visiting Arlington and the first battle fields of 1861; Bladensburgh, six miles east, the battle field of 1814; and the home and tomb of Washington at Mount Vernon. Little is to be seen now at Manassas. The interesting points where battle was fiercest will be shown, and balls picked up or bought; but nature has a kinder heart than man in rubbing out the stains of war. Wheat and verdure have obliterated them, and wild vines embroider the scarred fields that were wet with brother's blood.

At Bladensburgh there is hardly a trace of the battle of 1814; yet, with Lossing's Field Book at hand, one may study the ground, and fight it over on the spot. But the "duelling ground," where so many public and private citizens fell, when the pistol was still umpire of personal honor, will surely be pointed out by some of the old gossips of the village.

Washington's Mount Vernon has become *almost* national property, and, we believe, will shortly become so in reality, and so fall properly under the protecting guardianship of the Government. That is a Mecca towards which every American's foot turns, at least once in his life; and, as a day can seldom be spent more pleasantly, we advise the traveller to go down by water on the daily steamer, and so not only see Mount Vernon, the tomb and sarcophaguses of Washington and Martha his wife, and the personal and historical collections gathered in the halls and rooms of the house, but get, also, a passing glance at picturesque old Alexandria; of Fort Foote on its steep, towering cliff above the Potomac; and of Fort Washington, on the Maryland shore, in sight of Washington's estate, rising on its hill-top like some of the old castles that crown the heights of the Rhine.

*Jay Cooke's villa, near Philadelphia.



The Ebbitt, Washington, U. S.

C. C. WILLARD, Proprietor.

ARMY AND NAVY HEADQUARTERS.

LEWIS JOHNSON & CO.

BANKERS,

No. 951 Pennsylvania Avenue, Washington City,

DEALERS IN FOREIGN AND DOMESTIC EXCHANGE.

GOVERNMENT, MUNICIPAL, STATE & RAIL ROAD BONDS, BOUGHT & SOLD.

Careful Attention given to Collections in the United States and elsewhere, and to the Accounts of Depositors and Correspondents.

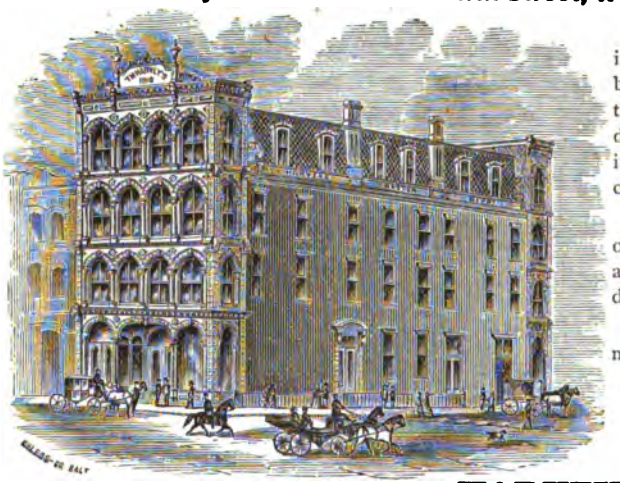
NEW YORK CORRESPONDENT—THE NATIONAL PARK BANK.

HARVEY'S

Old Established Ladies' and Gentlemen's

OYSTER SALOON AND RESTAURANT,

1016 Pennsylvania Av. and Eleventh Street, Washington, D. C.



The largest Oyster House in the United States. All brands of the finest Oysters that the briny deep can produce are served with every imaginable dish that can be called for.

The Ladies' Saloon is one of the handsomest in all its appointments, and is conducted especially for them.

Open from 6 A. M. until midnight.

OYSTERS, TERRAPIN

And GAME

A Specialty.

"Harvey," the inventor of Steamed Oysters.

HARVEY & HOLDEN,
Proprietors.

PATENTS.

KNIGHT BROS.

633 F St., Washington, D. C. Room 25 Tribune Building, N.Y.

Careful attention to all business connected with the *United States Patent Office* and to the obtaining of *Foreign Patents.*

☞ SEND FOR PAMPHLET OF INSTRUCTIONS.

REFERENCES BY PERMISSION.

Prof. JOSEPH HENRY, Secretary Smithsonian Institution.
Prof. J. E. HILGARD, U. S. Coast Survey.
ALEXANDER L. HOLLEY, C. E., New York.
Gen'l R. B. HAYS, Governor of Ohio.
Capt. JAS. B. EADS, St Louis.
Hon. J. H. B. LATROBE, Baltimore.
BARTLETT, ROBBINS & CO., Baltimore.
S. B. SEXTON & CO., Baltimore.
L. H. MILLER, Baltimore.
MOSES HYDE & SON, Baltimore,

DESCRIPTIVE ACCOUNT OF

ANNAPOLIS CITY and U. S. NAVAL SCHOOL.

As Sir George Calvert, who was afterwards made by the King, Baron of Baltimore, in Ireland, had visited America, and personally inspected the country which in after years was to become Terra Maria, or Mary's Land, under his auspices, it is likely that when the first colony was sent thither by his son and successor Cecilous, under the care of his other son Leonard, it had already been determined in England that the emigrants were to be planted on the Potomac. The Potomac was the dividing line from Virginia, and its shores not remote from the elements of an already seated though very imperfect civilization. Accordingly, when the colonists landed from the vessel, a town was at once laid out, temporary lodgings built, and the place destined to be the first, and for a long time the seat of Provincial Government, was distinguished by the name of "Saint Marie's Town." Emigration continued. The Baltimore family was eager to improve its fortunes under the royal grant of American lands and the almost royal powers conceded in the charter. Bounties for settlement and liberal terms of transportation were offered. Pamphlets, descriptive of the Province and its resources, together with maps showing the "lay of the land and rivers," were liberally disseminated; and so the country filled up gradually under the Proprietary's care, and in the midst of an aboriginal population which seems to have been either gentler than the savages of the plains, or better managed by the settlers of that age than of ours. Thus the Calverts were active colonial planters, and all classes came hither under their inducements. The charter was peculiar; it created a Count-Palatine government—the first Province of the British Empire—and was not only attractive to folks who wanted to mend their fortunes by hard work in field and forest, but to well-born classes—younger sons of moderate means—who hoped to find in large manors and manorial rights the means of founding "families" for themselves by the law of entail. His Lordship had even the power to confer titles. There was a large influx of this better class of people who always kept up their tie with the mother country by frequent correspondence and visits, as well as by sending their children to England and the Continent for education. The numerous Episcopal Church parishes which in time grew up in Maryland, afforded a patronage to the Lords which was liberally bestowed on Oxford and Cambridge men of culture. Indeed, it was England that was looked on by perhaps the majority as "*home*," and Maryland only a tarrying place; so that, even within the last quarter of a century, we have heard a lineal descendant of one of the early settlers—brought up at Annapolis under the old *regime*—speak of going to England in the next year as of "*going home*."

These adventurers and landed men, fully comprehending at that early day the value of the province for the *trade and agriculture* to which the law then limited them, had already, towards the close of the seventeenth century, caused "the Assembly" to create no less than thirty-three towns, three of which were in the limits of what was then Baltimore County. But, of all these towns, which in truth were only "ports or places of landing" for the convenience of farming or planting neighborhoods, Saint Marie's and Annapolis maintained supremacy. Saint Mary's, the original capital of the Province, had been settled

under Roman Catholic auspices. Annapolis was colonized by Puritan refugees from Virginia, who planted themselves at a place called by some "Providence," by others, "the town-land of Proctor's, where the town formerly was;" by others, "Anne Arundel Town;" "the Port of Annapolis;" and finally, by charter in 1708, "the City of Annapolis." The history of early Maryland's civil warfares cannot be properly recounted here. Emigration seems to have gone on without reference to creed, and it is likely that the Reformed Churches soon numbered more inhabitants in the province than the Roman. Be that, however, as it may, Saint Mary's was abandoned as the seat of Provincial Government. It was thought to be inconveniently placed at the southern part of the province, and too remote from all other important members of the commonwealth, especially as trade in large vessels grew up with the mother country. Accordingly Annapolis, centrally situated, became the political and social capital; and maintained at least its *political* character during the latter days of colonial power in the Revolution and under the Republic. But, even when tonnage was not of modern character or size, and great depth of water was not required for our ancestor's keels, Annapolis, with all its other advantages, was found inadequate as a harbor. In the latter days of the Province, that city had already waned as a commercial centre and "port of entry." In the interior, "Frederick" had grown up a nucleus of agricultural enterprise, though the savages were still disagreeable neighbors. In the first quarter of the eighteenth century, "the Monocacy and some three miles west of 'Frederick' were the extreme boundaries of American civilization," for the fringe of English people on the Atlantic. But those rich interior border lands had become attractive to emigrants from the Palatinate and other Germanic States, who laid the foundations of Western Maryland. Their early steadfast habits of labor, industry and thrift subdued that part of our wilderness, and their success brought numerous followers from the old world; so that Frederick already exceeded Annapolis in size and inhabitants at the outbreak of the Revolution. But, even in those times when legislation was thought conclusive in mastering men, the authorities were taught there were some things that nature and not arbitrary power controlled. The headwaters of the deepest navigable streams were sought, and the site of the predominant rival of all other towns in Maryland was finally found by Dr. John Stevenson, at the place which is now Baltimore. Circumstances led him to settle there as a physician. Finding the land good and well planted, and communication easy with the interior—east, west and seaward—he bought grain, freighted vessels, sent cargoes to England where they brought good prices, and brought back lucrative returns. People of enterprise saw the value of his settlement and flocked there; so that marshes were drained, the town grew, and within forty years from its beginning, "Baltimore Town," according to Eddis, was not only the most populous in the Province, but inferior to few on our Continent. The same writer rather pompously tells us that when the Governor, Sir Robert Eden, presented Dr. Stevenson to the renowned "Sir William Draper, then on his tour through the British possessions, that distinguished man was so charmed with the Doctor's town and success, that he hailed him as 'the American Romulus.' "

So, while Baltimore rose, Annapolis sank; but it never lost its "Court character," as the home and centre of a great part of the best society in America. Where the Governor dwelt, laws were made and public affairs carried on, was the rallying point of the cleverness and culture of such small populations as then existed in separate colonies or provinces. Opulent men built costly, elegant houses as their city dwellings, if, as was commonly the case, they had large plantations or manors, where they dwelt at other seasons, superintending Maryland's grand staple at that time—Tobacco. Tobacco from America became smoke in the old world, but brought back very solid revenue, together with all the luxuries of life. Troops of slaves, docile as in the Orient, supplied service. Lumbering equipages, or very rickety stage coaches, but generally *superb horses*, bore the colonists about the country. In town they visited in sedan chairs, borne by laqueys in

livery. They sat on carved chairs, at quaint tables, amid piles of ancestral silver-ware, and drank punch out of vast, costly vases from Japan, or sipped Madeira half a century old. At Annapolis they laid out the best race course in the Colonies, and built certainly the first theatre. Here the best law-learning of America was gathered—the Jenningses, Chalmerses, Rogers, Stones, Pacas, Johnsons, Dulanys. Dulany's "opinions" were sent for even from London. Perhaps there were not enough educational establishments; but as the fathers preferred sending their children "home" to England for college, they thought the plain schools good enough for those who were not classed with the "gentry." Social ranks were then very marked and kept up. They built a superb ball room, which a British traveller calls "elegant," and says was "illuminated to great advantage," while at each extremity were apartments for cards, "where select companies enjoy the circulation of the party-colored gentry, without having their attention diverted by the sound of fiddles and the evolutions of youthful performers." There were no less than forty-four parishes of Episcopal Churches, many very extensive and populous. The clergy were, commonly, men of culture, sent from England, and portioned on the province by the proprietary. Generally they were men of excellent education and manners. Seldom would one of different character be tolerated by the high-toned men who composed the vestries. These clergymen did not abandon their classic pursuits when they crossed the sea, and familiarly wrote Latin notes to their boon companions of Annapolis, whose culture, in those days, enabled them to answer in the same language. Two of these notes now lie before us. They were free, hearty livers, importing and relishing their old Madeira; and it was in Annapolis that soft crabs, terrapins and canvas-back ducks first obtained their renown as the greatest delicacies of the world. The style of the time was, in winter, to enjoy the Capital, but, in milder seasons, to travel a social round among the great estates and manors—until the principal families of Calvert, Saint Mary's, Charles, Prince George's and Anne Arundel counties, and across the Bay on the Eastern Shore, were visited. They were bold riders, expert in hounds and horse flesh; and the daily fox chase, in season, was as much a duty to our systematic ancestors as it was to go to the parish church with proper equipage and style on Sunday. They had their "*Tuesday Club*," celebrated then, and even down to our times, for its conversational cleverness and *bon hommie*. If we may judge from the proceedings, which were minutely recorded by its secretary in volumes still preserved in the Maryland Historical Society's MSS. and in private hands, this club of wits and scholars must have been a match for those of London in the times of Addison or Johnson. With races each fall and spring; theatres in winter; assemblies every fortnight; dinners three or four times a week; a card party whenever possible; athletic fox-hunting; private balls on every festival; wit, learning and stately manners, softened by love of good fellowship, we are not surprised to find this character recorded of Annapolis in 1775: "I am persuaded," says a British traveller, "there is not a town in England of the same size as Annapolis which can boast a greater number of fashionable and handsome women; and, were I not satisfied to the contrary, I should suppose that the majority of the belles possessed every advantage of a long and familiar intercourse with the manners and habits of your great metropolis."

Indeed, of the old Colonial and Provincial capitals which did not become important as great municipalities after the Revolutionary war, there are none of such sweet savor in American memories as Annapolis and Williamsburg; of sweet savor not only for social and intellectual refinement, but for brave patriotism. Both were seats of culture and manly elegance, centres of the best company of colony and province; but they believed loyally in the "old country which they called *home*." They imported bricks from England to build their houses, many still standing to-day and one in Baltimore,* in the midst

* Mount Clare (Carroll's.)

of soil known to make the best bricks in the world. They called the streets of their Capital Hanover, Duke of Gloucester, Duke of York and Prince George; and they continue to call them so to this day, and at least four of their belles became Duchesses and Marchionesses in England.

But, as we remarked, from the date of its decline as a commercial place, Annapolis continued what it then became—a political Capital—a focus of legislative, judicial and executive power. Baltimore captured and kept the commerce. It became for many years a city of repose; cynical progressives called it "the finished city." It was and is a place without bustle, rush or noise, where one has the "unbounded satisfaction to find himself where no restless wheels beat time to, and no panting chimneys breathe forth the smoke of a vast multiform industry of the nineteenth century; where the sacred stillness of quiet conversation is yet undisturbed." A sort of Indian-summer of life and society prevails, where the heat is not parching or the cold pinching; the colors not too florid or gaudy, though perhaps a little frostbitten; while over all, a mellowing haze hangs like a veil, as dotted gauze which enhances well preserved beauty in its "fortys."

A society composed of the gentry, the Executive, the clergy, physicians and especially of the aristocratic lawyers, in such a province, where slavery prevailed and labor was cheap, was, with all its high-toned elegance, manliness and culture, very likely *conservative*. There were large classes of working people and emigrants of all grades, voluntary and involuntary. All were not exceptionally well-to-do and refined. But there was always a decided independence of character, a love of liberty and free expression, an understanding of inborn rights, which acted and re-acted on the upper and lower ranks of society. Some were so conservative that they remained loyal to the King and quitted America when the Revolution broke out. Indeed, at the time of the Stamp Act and non-importation discussions, and at the Declaration of Independence, the virile character of our best Marylanders displayed itself. They were not rash, they deliberated. The great body of the gentry was perhaps not ready for separation from Great Britain. We have had within the year a centennial festival in honor of those who destroyed a tea ship, the "Peggy Stewart," which was burnt a hundred years ago at Annapolis, by command of public opinion and evidently against the will of the conservatives. From the best contemporary accounts it seems that most of the gentry would have been satisfied if Mr. Stewart had returned his ship and tea to England, and were willing to accept an apology from him instead of a holocaust. But the burghers willed otherwise, and the gentry had to see Mr. Stewart himself kindle the burnt offering. So it was at the Declaration of Independence. The Maryland conventionalists, the best minds of the Province, deliberated long and calmly at Annapolis. They weighed the consequences of severance from Great Britain and of Independence.

They were not the first to come into the field, but once there, they became staunch adherents during the war, never bating a jot or tittle of heart and hope until the final success which insured a peace that was as delightful to them as victory. At the burning of the Peggy Stewart, Marylanders in the main were still loyal to the throne, believing and really hoping that resolute conduct would secure their *rights* as freemen from the authorities in Great Britain, who saw they had to deal with determined men, acting from principle and not from passion. Though liberty was "always their right," independence was still unclaimed. But as in all revolutions, the greater heat was at the bottom, for while the surface was yet cool, the elements were boiling below. Opulent *conservatives*, intelligent and calm, with much at stake besides life, were not reluctant to negotiate, but those whose thoughts went swiftest on the impulse of natural reason, felt that *acts* were the impressive things, and that lessons taught by firebrands burned deepest in men's coffers, and thereby deepest into the judgments of Parliaments and Kings. And so the Peggy Stewart was burnt at the landing, and her owner forced to kindle the fire. Such was the society and public opinion of Annapolis in the olden time.

In our day, we know few pleasanter excursions from Baltimore or Washington than to our political Capital. We may be prejudiced, but we think it is a gem—in its way. From Washington it is easily reached by rail, and from Baltimore by rail and steamer. Both routes are quickly passed over; but we prefer to visit Annapolis by water when the excursion is purely one of pleasure, and to be made, as it should be, with a party. One travels so much by rail in our country, that a water-trip is becoming rare; and in the one to Annapolis a stranger has an opportunity of observing the fine harbor of Baltimore; the grand quays and conveniences, for European steamers, of the Baltimore and Ohio Railroad; a suberb view of the city rising on its amphitheatre of hills; the extensive town growing up in the suburbs of Canton and on the eastern highlands; the charming villas and residences on the borders of the Patapsco; the numerous bay craft and steamers for which our city is famed; the grand expanse of the Chesapeake Bay; and, just before reaching Annapolis, the blue outlines of the vast "Isle of Kent," which, in Provincial times, was once near becoming a principality.

After two and a-half or three hours of delightful steaming through this scenery, your attention is caught by the tall, shapely dome of the "State House" looming over the shore line on the west. The steamer soon quits its channel in the bay and heads directly for this object. The approach on a fine, mellow autumn day—when the trees are yet in leaf, but every leaf is rich with the royal colors of the season; when the air is full of misty gray sown with sunlight and sparkling like an opal—is a delightful compensation for whatever trouble one may have had in reaching the spot. The ancient city, apparently, bowered in a green island, seems floating on the water. To your left, as you approach, the massive pile of the Catholic Church, founded on the old home of the Carrolls, stands out in bold relief from the green oaks, the golden hickories and the flaming maples. Thence the town begins to slope gently upward, with its quaint old houses, to the central Capitol and its dominating dome and spire, forming an absolute point in the perspective; and thence, towards the north and the water again, the houses slope downward in an easy bow, until they end in the gardens, groves, lawns and parades of the Naval Academy, terminated at "old Fort Severn" with a war-vessel or two at anchor; and the whole picture—town, trees and vessels—doubled by reflection in the waters of the Severn. You land at an old time wharf, and find a crowd of old time colored folks hanging around the piers, precisely as in the old times; but no where is there a distracting clamor for your baggage or your boots as you find, to your sorrow, when stepping ashore in wide-awake cities. You seem to arrive, as a matter of course, and no one is eager to ask your patronage for a hack or a hotel. No whip is poked in your eyes. You can walk; for the distances are not so great that three-fourths of a mile will fail to put you across the city in every direction. It is compact yet roomy. It has green lanes every where. You enter it. "Prince George's" street lets you know, by its aristocratic name, that you are in the domain of "quality," and not entirely out of the eighteenth century. It displays its dark brick, time-stained houses, hip roofed and broad-porched, drilling along the highways with that delightful irregularity which one likes so much in rural towns, whose streets are green lanes rather than dusty roads. There is none of that "paralellogramatic infringement of individual eccentricity," which so provoked Hamilton, the English traveler, in Philadelphia, half a century ago. These bricks are British bricks—bits of British soil solidified by fire for our ancestors, more than a hundred and twenty-five years ago; still preserved here as in a sort of museum of American antiquities. You go forthwith by a gently upward sloping street to the State House, and, being a wise traveller, go directly to the upper external gallery of the dome, surveying the scenery from a point nearly two hundred feet above the bay. The ground-plan of the city, spread map-like below, reminds you of that of Washington City from the capitol dome. You wonder whether Major L'Enfant, designer of the federal city, stole his plan of radiating streets

from the earlier design of Annapolis; they make the Capitol on which you stand the hub of a big wheel, with streets for spokes. And how quiet is the rural-civic scene beneath you softened by distance, and richly tinged in its embowering foliage of autumn colors. The city covers not over one hundred and fifty acres, fifty less than were built over in Baltimore City during the last five years! It stands, as you behold it from this elevation, on a well marked peninsula, made by Acton's Creek on the south and Covey's Creek on the north, the head-waters of each approaching within half a mile. Thus it is nearly belted with a girdle of water; silver relieved on a garment of green. In front, eastward and southwardly, you have a wide view of the Chesapeake, forty or fifty miles; on your left is the broad entrance to the Severn with its war ships; and north, west and south a remarkable diversity of water, woodland and meadow, rolling away in easy undulations, extremely picturesque in a region so devoid of hills, and which may be called almost a lowland country. Across the river, one sees the National Hospital, and the new establishment and grounds added by the United States Government to the Naval Academy. But the beauty of the scene is mainly in its sylvan features, which make one feel he is in the country, though he knows he is in a city. On those fields Rochambeau and other French Allies were encamped, and in those fine houses the French gallants trod the stately minuet with the republican belles. Many, nay most of the buildings are, as we have said, of antique cut, and rarely touched by the destroying hand of the "modern improver." They are not desecrated with fresh red on bricks, or fresh white on boards; but even amongst the humbler substantial classes of the past, you are shown quite a number of manorial times and construction, while few are without gardens and even abundant groves. When Eddis came here in 1755, Annapolis appeared to him "an elegant village rather than the metropolis of an opulent province." The failure of its trade stunted the vigorous village of a century ago, but has left it the dower of beauty with which it was born.

The vitality of Annapolis was maintained, and always will be by its State-official character; yet it was a good idea, both for the old city and the United States Navy, that induced the federal government to establish the NAVAL SCHOOL on the banks of the Severn, with the old fort as a nucleus. It was precisely a safe and central spot for young men of America to learn seamanship and study marine warfare. They have all the advantages of a refined neighborhood of the best quality in America, without being endangered by the dissipations of a large city. They are at once near enough and far enough from the National Capital, to be aloof from personal influence, yet ready for personal protection; while their parents and guardians can visit them in a healthy city, and by easy access from every part of the Union. In fact, the Naval School and Annapolis assimulate as if they had been designedly constructed for each other, and so act and re-act to each other's mutual advantage. As an old-time beautiful town, of great historic interest by its connection with the Revolution, the early Congresses and Washington's last personal act in command of the army, Annapolis would always have been interesting to Americans; but the Naval Academy has made it a National as well as a State City. Every naval pupil who dwells within its bounds for four years has a sympathetic chord running to this old capital, from the Pacific, the Gulf, the Lakes, the Atlantic and every nook and corner of the interior; and after graduation, there is not a day that does not recall Annapolis affectionately to his memory.

The planting of this Naval School in our Capital has been of use to the city; yet without destroying its rural features or imparting a metropolital air. As you look down from the dome you observe, that, from Fort Severn Point, at the northeast part of the town, the Federal Government has acquired and included in the Academy's grounds the ancient "Governor's House," which was used by our Executives since 1775; and now the whole margin of the Severn as it stretches westward, and the beautiful woodlands across the creek, and the woods and fields again on the northern side of the Severn, have become

the property of the Nation. The controlling influence of so orderly and systematic an Institution, where taste and means of accomplishment abound, have been of vast service to the old city, in matters of modern elegance. When the Legislature is not in session every second year, the large body of Cadets, Naval Officers and Professors at the Academy is said to be "the life of the town," so that when *tattoo* beats, at nine o'clock, a citizen declared that "Annapolis went to bed."

As you veer around the dome gallery on your survey, the large buildings below, on the west and on the north, are, first, the renowned and rebuilt "St. Anne's" Church and the modern Government House which was erected by the State within the last ten years. In another direction, nearly to the right, are the great tasteful gardens and beautiful dwellings of the hospitable Randalls and Hagners. Yonder are the ancient Chase mansion, Brice mansion, Scott mansion, Steele mansion and Harwood mansion—spacious, solid, gray, time-stained, antique houses of Provincial times—containing the great apartments, comfortable offices, deep windows, polished, narrow-planked parquettes; their easy stairways and carved balustrades; tall ornamented mantels and elaborate wainscoating. One still stands, built after the style of English manor-houses, enclosed by a large brick wall, embracing three acres. "St. Anne's" is a historical church. The modern phœnix that has arisen from the ruins of the old church is by no means venerable; and as we look on it, *at noon*, the clock-hands point to six, for just so much is this substantial ancient town of brick and mortar, which will last forever, behind the brisk cities of boards and plaster meant to last a decade. We find it really difficult to quit this steeple-perch on so balmy an autumn day, looking in any direction—landward, downward, or over the bay to the misty outlines of Kent, flocked by fleets of bay craft bound up or down, and memorable to most of us, as catchers of the Chesapeake oysters, that *bonnebouche* of Americans in San Francisco as well as Boston.

But, we must descend, and as we go down the inner stairway, observe the massive timber our ancestors used when they set up this State House, for the skeleton of part of it is, as usual in such buildings, still bare in the audit to the dome. They had to build strongly when they built honestly, and as they thought forever; erecting then dome and spire, two hundred feet high, on the apex of the central hill. The main entrance to the grand hall under the dome is from the east. In front of the door, on a pedestal, is the sitting statue of Chief Justice Taney, in bronze, by our Maryland sculptor Rhinehart—a good work and good likeness, but badly placed for *observation*—though suitably for *sentiment*—at the portal of a Capitol. The ground *descends* in front of it and the vista is short, so that no proper point of view for full effect can be got in the grounds. Still it is a worthy memorial of a distinguished Marylander, and honorable to him, the State and the young artist who executed it.

Let us enter the grand hall under the noble dome, which is surely very impressive. There is nothing modern about its architecture, which is of the English style of Sir Christopher Wren and his followers. The stucco ornamentation of the dome is remarkably good. A massive balustrade stairway rises at the western end, by easy tread; leading from its first platform to the Library, and then by branches, left and right, to the Court Rooms, the Governor's apartment, the Armory and the Adjutant General's office.

Standing on the floor of the Hall, on your left as you enter, is the Chamber of the House of Delegates; on your right, the Senate Chamber. These are spacious, in their original solid forms and size, and were very little meddled with by modern architects or upholsterers. They retain therefore the effect their designers intended.

The Chamber of the House of Delegates is adorned with Charles Wilson Peale's original full-length portrait of General Washington, accompanied by General Lafayette and Colonel Tilghman—a picture ordered by the State, and of artistic as well as historical merit. It is one of the few *votive* things ordered by States in early times, when fuller of

gratitude than money, that were accomplished. The hall itself is spacious and well adapted for a popular assembly. Lafayette was "naturalized" there by Legislative act. On the opposite side of the Hall is the Senate Chamber—the true, historic Chamber of Maryland—in which the Congress of 1783 met; the Treaty of Peace with Great Britain, recognizing our Independence, was ratified; and where Washington resigned his commission as Commander-in-Chief of the Army. Here it was that the war really ended, and so consecrated a Chamber which, to the honor of our State, has never been *modernized*. It stands, architecturally, as it did in '83. Chairs and desks, carpets and fittings wore out and were replaced, but the grand whole has been untouched in style, so that it requires little imagination to conjure up the scene of the 23d of December, 1783, when, "according to order, his Excellency the Commander in Chief was admitted to a public audience;" and, being seated, the president (General Mifflin), after a pause, informed him "*that the United States, in Congress assembled*, were prepared to receive his communications;" whereupon he arose, addressed Congress, and, as he concluded, advanced and *delivered his commission* to the president. "Having finished," said he, "the work assigned to me, I retire from the theatre of action, and bidding an affectionate farewell to this august body, under whose orders I have so long acted, I *here offer my commission, and take my leave of all the employments of public life.*" The "Maryland Gazette" of the time, printed at Annapolis, remarks that "few tragedies ever drew more tears from so many beautiful eyes as were affected by the moving manner in which his Excellency took his final leave of Congress." Yet it is evident that the General's farewell, as a military man, to Annapolis was not, on that occasion, altogether doleful; for when he reached the city with his suite on Friday, the 17th of December, he was met, in great ceremony, a few miles from the city by Generals Gates and Smallwood, together with the principal inhabitants, who escorted him, amid salvos of artillery, to Mr. Mann's tavern, where apartments were prepared for him. Next day he waited on the President of Congress, with whom he dined, in company with the members of that body and the chief civil and military men of the State. On Sunday he returned the visits made to him. On Monday Congress gave him a dinner and ball at the Assembly rooms, entertaining upwards of two hundred distinguished guests, drinking toasts at night, accompanied by discharges of cannon, and illuminating the State House when the ball was given; at which, it is recorded, "General Washington opened the dancing with Mistress James Maccubbin of Annapolis, one of the most beautiful women of her day!"

The Senate Chamber of our Capital has always been an object of Maryland's pride in all the shifting scenes of politics. It has been a purpose of our statesmen to adorn it with historical portraits and pictures. Not many years ago a picture by Edward White was set up in it of "Washington's Resignation," which is meritorious, and contains, it is said, good portraits of as many congressmen as could be fairly placed and delineated on a canvas of such size. Of Provincial times there is only one portrait—that of Frederick Calvert, the last of the Barons; perhaps the most worthless, though a man of much college culture. There are excellent full lengths of Charles Carroll of Carrollton, by the late Thomas Sully, painted from life; and of Paca, Stone and Chase (from portraits), by the late John Beale Bordley. These where ordered by the State in commemoration of our four signers of the Declaration of Independence. In an adjoining committee room is a full length, fanciful in Roman costume, of Lord Chatham, the friend of America, executed in London by our American artist Peale, while in England.

In the old Annapolis ball room, many years ago, we remember seeing hung on the wall a begrimmed, full-length picture, black with age and smoke, which the person who guided us declared to be a portrait of Cecilous Calvert, son of Sir George, and second of the Lords Baltimore, consequently the receiver of the Charter and planter of the Province. This canvas, we were told, had lately been in worse plight, until a peripatetic

"picture cleaner took it from the frame, spread it on the floor and *scoured* it with soap and brush!" A human form in antique dress, and a glimmer of tanned features could be descried through the load of varnish with which the traveling tinker had glossed the canvas. Where that picture is now, we do not know. The excellent full length of Charles, fifth Lord Baltimore, painted we are persuaded by Sir Godfrey Kneller, a gift from the Lord to his province, and which fell to the State by regular descent, was bartered many years ago by the authorities for portraits of certain Governors, painted by Charles Wilson Peale. The artist who made this improper bargain with the State authorities is long since dead; yet the picture we understand still continues in the possession of one of his descendants who is anxious to sell it. In 1853, the late Thomas Sully, (the Sir Thomas Lawrence of our country,)—copied this large portrait on a canvas of full size, and presented his masterly work to the Maryland Historical Society, on whose walls it is carefully kept in the Athenæum at Baltimore. The *original* should be recovered by a Government which was at least heedless in parting with such a pictorial prize, independently of its personal interest in our history. The State has not done much to patronize art. The few things we named comprise all worth noting. On the front of the Capitol, near the eastern gateway, is a long thin iron gun, whose surface is vermiculated by rust, and is said to have been found in the water near St. Mary's, and presented by the Rev. Mr. Carberry, as a relic of the founders of the colony and province. It may have fired a salute at Leonard Calvert's landing. The apartments reached by the hall-staircase we have described, viz: the Court-room, the Armory, the Adjutant-General's office and Governor's Chamber, are worthy of the antique building. They are spacious. The Armory as we saw it lately was in disorder, cumbered with boxes and old-fashioned arms in disarray. Standards of State Regiments of the late war, and of other wars, which we believe were once there are not apparent; while some banners lean against the walls in tatters. The relics of civil war should be either preserved *or* destroyed, but not left to perish from neglect. That species of ruin indicates indecision or timidity. Of all the upper apartments, the most important is the vast room known as the Governor's or Council-chamber. In days that preceded the era of furnaces and steam heaters, we remember the lofty mantel and grand baronical fire-place, which gaped on the west side of the chamber like a cavern, and was said to consume near a cord of hickory daily, to warm an apartment of forty feet frontage by thirty-four in width. This grand saloon basks in the southeastern sun; and from its deeply embayed windows in the thick walls, you have a broad view of the Severn, the town, Chesapeake Bay and the Naval Academy. It is a very quiet chamber in "off" times, when there is no legislation or governing astir. Its high walls, near the cornice, hold portraits of Thomas Johnson, the first Republican Governor; of Plater, Paca, Sprigg, Howard, Smallwood, who in turn have presided over Maryland; and an excellent full length of T. Holliday Hicks, who was Governor at the outbreak of the civil war. Nearer the observer are hung several interesting printed and autographic memorials of the Revolution, as, a letter of Washington; the first official printed copy of the Declaration of Independence, *signed* by John Hancock; the remarkable Proclamation of rights and principles of liberty, by Maryland notables before the Revolution, signed by most of the leading men of the Province, who afterwards became republicans; an original official copy of the Proclamation of Peace, &c. In the Library, in the Adjutant-General's office, in the Land Office building, there are original State papers of Proprietary and Revolutionary times; but we are sorry they are in such disarray as to be useless to the Government or to historical students. Attention to the duty of assorting and indexing these State papers, chronologically, in proper classes, and of binding them in volumes, before they suffer more from time and neglect, was warmly invoked by a Maryland student during the government of the Hon. A. W. Bradford, who approved his conservative effort. We hope the task will now be undertaken and thoroughly accomplished.

This sketch of Annapolis may suffice. We must, however, note the fine fountain, throwing up its water on the southwestern front of the Capitol, which is now hemmed in by a high iron fence on granite base, and by planted grounds which we would be pleased to see better kept from the inroads of *poultry*. Some of the old buildings which we remember in this *enceinte* are gone, especially one near the north wall of the Capitol. Within the circle enclosing the State House, still stands the old Treasury building, on the easterly margin of the hill. This building is very old, and was used as the Legislative "Hall of the *Provincial* Government"—the "Upper House" sitting in the smaller, and the "Lower House" in its larger apartment. Northeastwardly from the Treasury building is the modern Comptroller's and Record office. It is said to be a fire-proof building, and is certainly a comfortable one, heated, like the State House, by steam. Here the archives of the State are said to be deposited, (at least the greater part of them,) with the records of the Chancery Court and its office, long since abolished. In this building, too, is the Land office and its immensely valuable records—of which some of the earlier books or "Libers" are extremely entertaining in their details of Court cases, trials and events. The new Government House, first occupied, we believe, by Gov. Oden Bowie in 1869, stands about two hundred yards west of the Capitol. It is a stately pile, costing probably a quarter of a million for grounds, building and equipment, and is quite worthy of the State. It lacks, however, the nice grounds and water view of the old mansion of the previous hundred years. From the Government House, the State House and St. Anne's Church circles, respectively, most of the important streets radiate, as we have seen, while others intersect them at convenient points. St. John's College still stands on its eminence at the end of Prince George street. There, too, is still its "College Green"—the camp ground of the French warriors as they returned from Virginia—of Rochambeau, Lafayette and others—the camp, also, of American troops in the war of 1812. An industrious and perhaps somewhat credulous "Monkbarns" might detect some traces of these encampments. Certain it is that the grave-mounds of many who died in the service are still pointed out to curious travellers. One antiquity unquestionably remained on the grounds east of the College, and probably may be there still—the "American Tulip Tree"—a huge but ragged poplar of vast unknown age, which the gossips say "was growing here when Annapolis was settled by the Puritans, Anno Domini 1649;" was "commemorated in verse by a distinguished graduate of St. John's, the late lamented Dr. Shaw, a native of our city;" and is still held in veneration by Annapolitans. They have a sort of superstitious feeling about this poplar; for it is said that when it was accidentally set on fire in 1839, the excitement was as great, and the efforts for its salvation as prodigious, as if the Capitol had been in flames. A bit of antique sentiment like this is creditable to the people. The fire was quenched, the tree saved, and, though it was sadly scarred, Annapolis rejoiced!

The Churches—Methodist, Episcopal, Presbyterian, Naval and Roman Catholic—are not remarkably fine, architecturally. The old St. Anne's, as we said, was burned down; the present is a reconstruction. The big silvery bell—gift of Queen Anne to the parish—was destroyed. The silver communion service, enriched with arms and monogram of William the Third, was saved. Within the enclosure are some ancient tombs of the Carrolls, and some with elaborate sculptures of the Taskirs, one of whom was President of the Province. St. Mary's Roman Catholic Church stands on Duke of Gloucester street, on land given by Charles Carroll of Carrollton. This was the site of the *family mansion* in Annapolis, and we believe we are not wrong in saying that the original dwelling was included in the monastery or college of St. Mary's, a foundation of the order of the Redeemer, which is one of three in the United States through which candidates for the order's missions have to pass. Of all the ecclesiastical edifices, we think the Chapel of the Naval Academy the handsomest, though not largest. The old "City Hotel" and the "old ball room" are things of the past—the ball room being destroyed, but replaced by a fine

modern Assembly Room, built since the civil war on the site of the ball room on Duke of Gloucester street. The main apartment, a-blaze with gas, is said to be superb when filled with beauty and belles. The "Maryland Hotel," at the head of Main street—a fresh institution—we hope will win the renown of the old "City Hotel" in the days of the bar-dinners, when Mr. Chief-Justice Buchanan used to sit at the head of the table, surrounded by such men as Wirt, Taney, Pinkney, Johnson, Nelson, Mayer, Meredith and McMahon in the palmiest days of the Court of Appeals.

But Annapolis has its national attraction, independently of its historical and antiquarian, in the hundreds of youths sent here by the United States, from all quarters of the country, and admitted even from foreign countries, to study Naval Science. These are our future Admirals. He who strolls northward, down Maryland Avenue, finds himself, after a short walk, face to face with a wall, a gate, a sentry-box and a sentinel. A step takes him out of the eighteenth century into the nineteenth, from the repose of quiet old Annapolis to the life and activity of the NAVAL ACADEMY.

We believe the country owes mainly to George Bancroft, the historian, while he was Secretary of the Navy, the permanent establishment of this National Institution. On the 10th of October, 1845, it was formally opened by Commander Franklin Buchanan, U. S. N., of our State, with an Academic Board of able men. When the civil war broke out in 1861, Maryland was thought too close to the fields on which the contest was to be fought. Accordingly, the Academy was removed to Newport, Rhode Island, Fort Adams being assigned for the School, and used until it was found unsuitable. The pupils were then quartered on the frigate Constitution in the harbor, during summer; and in winter, in the Atlantic Hotel, which was occupied until the Academy reopened for service at Annapolis some time after the war ended. During the war they had been used for military purposes while Annapolis was a sort of hospital camp, or depot for sick soldiers, paroled men and recruits.

After the return of the Cadets to Annapolis at the end of the war, there was a stringent effort to withdraw the Academy from that city. Various northern interests contended for it. The temporary removal of the pupils to Newport, Rhode Island, and the limited area of ground belonging to the Government at Annapolis, then only twenty-one acres, together with the inadequate accommodations in the structures already built, were thought or urged as sufficient grounds for agitating the abandonment of the site and the purchase of a larger tract elsewhere for the erection of proper permanent buildings. In his report of December, 1865, the Secretary of the Navy called attention to the *insufficiency of the accommodations*, as well as to what he was pleased to style "the temptations" to which youths were exposed from being "in the heart of a city," as "serious and insurmountable difficulties" for continuing Annapolis as the site of the School, and making the idea of further expenditures for its improvement inadmissable. The report said that inquiries had already been made to ascertain more desirable locations; and the Secretary recommended that "the Department should be authorized to secure the refusal of one or more eligible sites for a Naval Academy." In the mind of that functionary, "removal" seemed to be a foregone conclusion; and surely, "removal" was furthered in this way by official suggestion. Of course, this was a popular hint to all sections in which there was the possibility of a competing location.

But we had an active, influential representative from Baltimore in the thirty-ninth Congress, in General Charles E. Phelps, who soon descried the dangerous character of the movement against Annapolis. General Phelps was a member of the Committee on Naval Affairs of the House, and the *only* member of it representing constituencies south of Pennsylvania. To check the eagerness of rival aspirants, soon after the meeting of Congress, he offered a resolution directing the Secretary of the Treasury to report the amount of money already invested by the United States Government in the Naval Academy at

Annapolis. The response that nearly a million of dollars had been spent there in land and improvements, furnished a conclusive reason for throwing the burden of abandonment or removal on those who proposed that the United States should incur so serious a loss of property, especially on emerging from war.

Admiral Porter was at that time the superintendent of the Academy at Annapolis, to which the Cadets had been returned. He, like most naval men of judgment and distinction, was decidedly in favor of keeping the School at the Maryland Capital, and was prompt and warm in urging its unrivalled advantages. It was suggested that the Naval Committees of the United States Senate and of the House of Representatives, should together visit the ancient city, and judge personally of its claims for the permanent Academy; and accordingly invitations were issued, not only to these Legislative Committees, but to "many prominent members, Senators and their families." The day fixed for the visit was unfavorable in weather, yet large numbers responded personally when the special train left Washington for Annapolis. Our Senator at that time, the Honorable Reverdy Johnson, accompanied the party, and the late Wm. Prescott Smith, then master of transportation of the Baltimore and Ohio Railroad, contributed greatly by his lively tact and address to the pleasure and success of the excursion. The Committees visited the grounds and the Academy buildings, inspected the Cadets, partook of the hospitality of the Admiral, at his quarters, and of Governor Swann, at the Goverment House, while many ladies and the younger folks were entertained by a ball and the excellent music of the Academy's band.

It might be difficult to say whether legislative judgment was not, on that occasion, helped to vigorous exercise by the old-fashioned hospitality of Annapolis; but, it is avered that when the toasts were given at these entertainments and short impromtu responses made, the result was a downright committal of Members and Senators in favor of Maryland's capital. The chairman of the Senate's Committee, Mr. Grymes of Iowa, was entirely satisfied with the place, and his opinion virtually secured the Senate.

But this did not end the contest. All the opposing combinations threw their united strength on the House of Representatives, using the rivalry of competing interests to prevent, if possible, an appropriation for the purchase of additional grounds and erection of suitable buildings. The House and the Senate disagreed on the Naval appropriation bill—the Senate having added an appropriation of $25,000 for the purchase of the Executive Mansion and grounds at Annapolis, $25,000 for more land in that city, and $120,000 for the erection of additional buildings. A "committee of conference" was demanded; General Phelps became a member of it on the part of the House of Representatives; and the result was a report *in favor* of the Senate's amendments. These were finally adopted by the House, and, the appropriations being thus granted, the sum of $170,000 was added to the Nation's stock in Annapolis.

These things happened in the spring of 1866. The fall elections in Maryland of that year were exceedingly unsatisfactory to the congressional majority. We have not space, nor would it be proper in a descriptive work of this kind, to set forth the political variances then existing. It is enough to say that in consequence of them—and perhaps with a hope that a charge of *disloyalty* would insure the Academy's removal—a resolution was passed by a party vote in the Congress of 1866–67, instructing the Naval Committee "to inquire into the propriety of an immediate removal of the United States Naval Academy from its present location in the State of Maryland to some point in a *loyal* State, where the pupils in that institution will be secure against the surrounding political influences, hostile to the National Government, which now prevail at Annapolis."

This menacing movement in Congress aroused prominent citizens of Annapolis to action. Such persons as Alexander Randall, Hagner and Mason, backed by numerous others without regard to party lines, expostulated wisely and vigorously in a memorial to Congress, which produced a greater impression than such things commonly do on Repre-

sentatives. But the action of the Committee and of the House still continued adverse. It is impossible to state here in full the tactics of the combatants on either side. In the final debate in the House of Representatives, Gov. Francis Thomas and Gen. Charles E. Phelps distinguished themselves by defending not only the loyalty of their State to the country, but by demonstrating the suitableness of Annapolis as the site of the Academy. The last serious effort to withdraw it from its present excellent location was therefore defeated signally by a vote of 108 to 87 at that session; and should the controversy ever be re-opened, the argument for Annapolis will be found triply fortified by the obvious central and natural advantages of that city; by the decisive action in the face of party just stated; and by the magnitude of the General Government's investments at the Academy's grounds since the year 1866, which we shall hereafter describe.

Fort Severn, an old-fashioned round-tower battery, at the northeast corner of Annapolis on the water, was a nucleus of the Government's possessions. This and its small territory were enlarged by several purchases, the first of which, we believe, was made in 1847 and followed by others, until in 1869 the Government acquired the old "Governor's House" and grounds, which had been built and laid out in early times by the celebrated provincial lawyer, Edmund Jennings, and sold by him for an Executive's residence to the last British Proprietary Governor, Sir Robert Eden, who added to the tall turreted centre two wings and the long room, so well known to all who enjoyed the winter hospitalities of Annapolis during the last hundred years. The United States bought this provincial relic for $25,000, and in that way laid the foundation of our modern Government mansion near the Capitol. In 1867 nine and a half acres had been purchased from St. John's College. In 1868, 1869, the "Strawberry Hill" farm, together with the land betwixt it and the Severn river and Graveyard creek—nearly one hundred and fifteen acres—were bought and joined to the original properties by a drawbridge over the creek. Thus a large domain has been gradually acquired, giving the United States control over a great space of land and water on the northern and western sides of the city, so that it enjoys not only ample room for academic quarters, but insures ventilation, drainage, room for exercise and amusement, and all those sanitary securities so important in public institutions. In fact, its spacious territory and numerous, separated buildings make it quite a town, independent and aloof from Annapolis.

On an elevation in the last bought tract beyond the creek, a cemetery for naval people has been laid out; while beyond its groves is a charming park, diversified in surface, covered with trees, herbage and meadows, made accessible by five miles of woodland paths. This has become the favorite afternoon resort of the seven thousand Annapolitans, as well as of the Academy's pupils and professors. The remainder of Strawberry Hill has been planted with gardens and orchards, to supply the school with vegetables and fruit, which grow so well in this prolific soil. It is pleasant to those who saw the "Naval Academy" grounds during the civil war, and observed their decadence with sorrow, to notice the improvements of the last ten years, not only in the rural portions outside of the walls, but within the academic enclosures, where fountains have been built, low grounds filled, shrubs, flowers and trees planted, roads and pathways laid out; so that what was once a waste, especially in rear of the quarters, is now one of the most attractive parts of the Academy. These charming grounds are made interesting by monuments set up along the walks, especially those to Clemson and Hynson, lost in the U. S. brig Somers off Vera Cruz in 1846; to Pillsbury and Shubrick, wounded and killed in the naval battles at Vera Cruz in the same year; to Commander Herndon, the brave sailor who lost his life on the mail steamer "Central America" in 1857, while gallantly trying to save his ship and passengers; and the well known "Naval Monument" which stood so long in Washington city, first, from 1808 in the Navy Yard, where the British mutilated it in 1814; next on the Capitol grounds, at the base of the grand steps on the west front—*in the midst of a*

fish pond—where it remained until, in 1860, Congress placed it in the Academy's grounds. Erected to the memory of Captain Somers, Lieutenants Caldwell, Decatur, Wadsworth, Israel and Dorsey, who fell in attacks on Tripoli in 1804—early in our national life—this monument and the others are now properly planted in these grounds, where they constantly meet the eyes of naval aspirants, demonstrating that courage and fidelity to country are never forgotten. In the chapel of the Academy—a beautiful edifice—memorial tablets are set up to other naval officers and men; and we were particularly glad to see commemorated the brave Lieut. Talbott, Quartermaster Francis, Coxwain Andrews, and Muir, the Captain of the Hold, who were drowned in December, 1870, while trying to land on the Island of Kanai, in the North Pacific, after *a boat voyage of* 1500 *miles, which they had voluntarily undertaken in search of aid for their wrecked shipmates on Ocean Island.*

A catalogue of the Academy's buildings would be no more than an inventory of every possible appliance for comfort, health, discipline and instruction. The old Governor's House has been fitted up in good style as a Library, well stocked with scientific and literary works and periodicals—over 15,000 in number—which the pupils can use freely. Coins and curiosities; a valuable collection of American minerals, the gift of the late Hon. Joseph Wilson, of the Land office; an ornithological collection; several copies, in plaster, of celebrated statutes, and busts of military and naval men and artists, together with a number of paintings of naval engagements and portraits of renowned naval officers given by the Navy Department, adorn the library and halls. The old round Fort, stripped of its war paint and artillery, has been converted into a "Gymnasium," where fencing and other athletic or military exercises are taught to the Cadets who, moreover, from time to time trim, dress and decorate the vast apartment as a ball-room, when those celebrated midshipmen's parties are given once or twice a year, to which the belles flock from all quarters of our country. "Jenkins" has cautiously announced that these "hops are *believed* to have a very refining influence upon the young gentlemen, and are certainly very attractive to officers and to guests present." The Cadets are encouraged to sustain base ball and boat clubs, while their evening parades are as attractive as the celebrated sun-set drills at West Point. The "middies" are instructed thoroughly in *infantry tactics.* It has been said, that in a competitive exercise, they excelled the military Cadets at West Point in the *manual of arms,* though the West Pointers surpassed them in *marching.* For music, our "paternal government," supplies its naval *eleves* with a band of twenty-eight performers, who are obliged to play for an hour, each morning and evening, as well as for drills and parades. Of course they are always utilized at the "hops." Each young gentleman is obliged to bathe regularly at a bath provided by the Academy, and to be shaved, if he has a beard, as well as to have his hair trimmed, by a regulation barber, at a regulation price. His laundry-bill is limited to three dollars a month. His mess-bill to the commissary averages somewhat over twenty dollars for the same time. He goes to meals on a march, listens erect behind his chair to "Grace" from a Cadet Lieutenant-Commander, is seated by order, rises by order, and quits his mess-room by a march again. The Government spares no expense in the equipment of the Academy for pupils or professors with excellent lodgings, as well as with pure water and gaslight. All the apparatus of modern science is supplied. Among the branches taught at the Academy, it was due to good naval service that a *Department of Steam Enginery* should be added. This was done some years ago, and a large building erected, in which *the practical and experimental duties of a steam engineer are taught.* Old fashioned "navigation" is of course not neglected, but wind and sails are rapidly yelding to valves and vapor. Steam and iron for vehicle as well as motor, are to be controllers of the seas in commerce as well as warfare; and naval men, no matter how reluctant they may be to mix up a mechanical with a military life, must learn, if they wish meritorious distinctions, to make as well as manage an engine, and not to study it simply as a toy. We

hope this will be impressed on the mind of every Superintendent of the Naval Academy, and that the Secretary of the Navy will see to its enforcement. "Engineers in the Navy," until recently, were rather overshadowed in official rank, by men who had neither their scientific learning or skill, yet depended on them for the management of their vessels, in calm or storm, in chase or battle.

This summary of the Naval Academy is all we think necessary to set down in a book like ours, which is rather directory than descriptive. Annapolis will be visited by all classes of travellers, and especially by those connected with the pupils or administration of the Naval Academy. It will be chiefly attractive to Marylanders as the seat of Government, Legislation and of our Appellate Court. A few will come as Antiquarians to see the old town, the old archives, the historical places. Many more, whose motives we particularly approve, will visit Annapolis to enjoy its delicious repose, charming scenery, and the still more charming society with which its ancient dwellings is filled.

DECLARATION OF INDEPENDENCE.*

The National Intelligencer, of Monday, contains the following article in relation to CHARLES CARROLL of Carrollton, the last survivor in 1826 of all those who signed the Declaration of American Independence.

In the year 1826, after all save one of the band of patriots whose signatures are borne on the Declaration of Independence had descended to the tomb, and the venerable Carroll alone remained among the living, the government of the city of New York deputed a committee to wait on the illustrious survivor and obtain from him, for deposit in the public hall of the city, a copy of the Declaration of 1776, graced and authenticated anew with his sign manual. The aged patriot yielded to the request and affixed, with his own hand, to a copy of that instrument the grateful, solemn and pious supplemental Declaration which follows:

"GRATEFUL TO ALMIGHTY GOD for the blessings which, through Jesus Christ our Lord, he has conferred on my beloved country in her emancipation, and on myself, in permitting me, under circumstances of mercy, to live to the age of 89 years, and to survive the fiftieth year of American Independence, and certify by my present signature my approbation of the Declaration of Independence adopted by Congress on the 4th of July, 1776, which I originally subscribed on the 2d day of August of the same year, and of which I am now the last surviving signer, I do hereby recommend to the present and future generations the principles of that important document as the best earthly inheritance their ancestors could bequeath to them, and pray that the civil and religious liberties they have secured to my country may be perpetuated to remotest posterity and extended to the whole family of man.

"CHARLES CARROLL of Carrollton.

"August 2nd, 1826."

* For this valuable historical relic we are indebted to our esteemed citizen, Alexander M. Carter, Esq.

ESTABLISHED 1839.

R. RENWICK & SONS,

92 N. HOWARD ST., BALTIMORE,

MANUFACTURERS OF

FINE FURNITURE

AND

UPHOLSTERY WORK,

WOOD MANTELS AND MIRRORS

IN GILT OR WOOD FRAMES,

OFFICE and BANK FITTINGS,

IMPORTERS and DEALERS IN

LACE CURTAINS, SATIN DAMASKS

And all Descriptions of Upholstery Goods

AND

FRENCH FURNITURE,

LAMBREQUINS AND CURTAINS

Of the Richest Style and from Original Designs.

HENRY W. JENKINS. **Established 1800.** THOMAS W. JENKINS.

HENRY W. JENKINS & SON,

No. 16 Light Street, Baltimore.

PRACTICAL

Cabinet Makers and Upholsterers.

MANUFACTURERS of MANTELS, DOORS, CABINET,

Bank, Office and Church Furniture to Order.

UPHOLSTERING IN ALL ITS BRANCHES.

The Oldest Furniture Establishment in Baltimore.

DESIGNS FURNISHED.

SPENCER'S,

ESTABLISHED IN 1866.

THE ONLY HOUSE IN THE CITY MAKING A SPECIALTY OF

LADIES' AND CHILDREN'S OUTFITS.

LINEN, COTTON AND CAMBRIC UNDERWEAR, SUITS, CLOAKS AND ROBES,

Infants' Wear of all kinds, Children's Cloaks, Dresses and Hats.

☞ DRESSES AND CLOAKS, of Ladies' own Material, made up to Order in 24 Hours, at Popular Prices and in Latest Styles.

E. N. SPENCER,

6 Doors West of Charles St. **69 LEXINGTON STREET, BALTIMORE.**

COAKLEY BROTHERS,

Importers and Dealers in

LEATHER

AND

Shoe Manufacturers' Goods

No. 14 South Calvert Street,

[See pages 161, 162.] **BALTIMORE.**

A. & H. J. ALBERT,

DEALERS IN

WALL PAPERS, DECORATIONS

WINDOW SHADES, CORNICES, &c.

Always on hand the Latest Styles of French and American Paper Hangings,

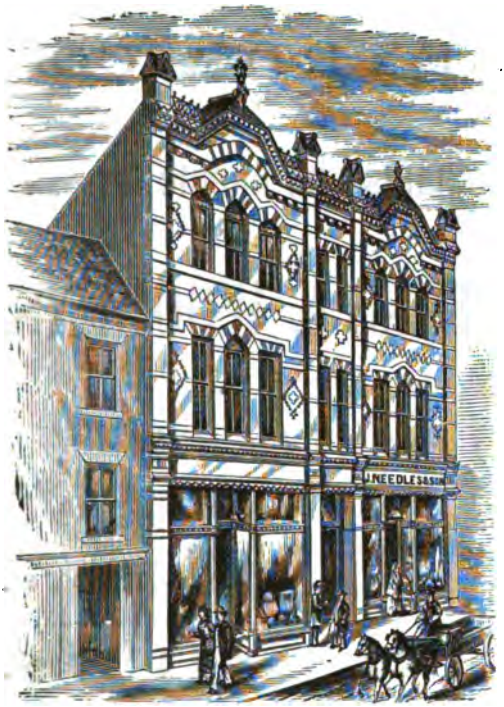
No. 18 NORTH EUTAW STREET,

CORNER FAYETTE STREET, BALTIMORE.

Sisco Bros.

Baltimore, Md.

Importers & Manufacturers of Regalia & Society Goods.



ESTABLISHED 1832.

J. NEEDLES & SON,

No. 44

N. Charles St.,

BALTIMORE.

RETAILERS

OF

FANCY

DRY GOODS

Laces, Ribbons,

TIES,

EMBROIDERIES.

Best Quality Kid Gloves, &c.

R. C. Shipley & Co.

DRESS

SHIRTS

AND

Fine Furnishing

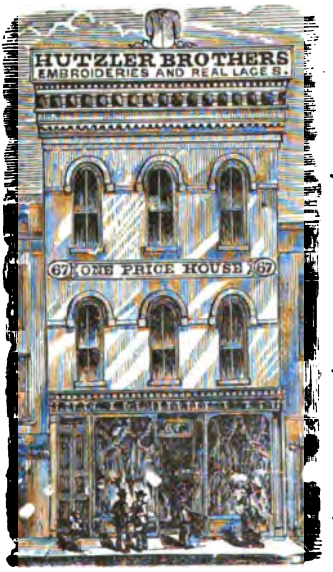
GOODS,

301 West Baltimore St.,

BALTIMORE.

HUTZLER BROTHERS,

WHITE GOODS, EMBROIDERIES, LACES, MOURNINGS,



BLACK SILKS, UNDERWEAR, CURTAINS, &c.

67 NORTH HOWARD STREET.

WYMAN, BYRD & CO.

Commission Merchants and Agents for

DOMESTIC COTTONS & WOOLENS,

16 *HANOVER STREET,*

Samtiel G. Wyman.
George H. Byrd.
James C. Smith.
Charles Wyman.

Baltimore.

STRAUSS BROTHERS,

JOBBERS IN

FOREIGN AND DOMESTIC

DRY GOODS,

14 Hanover Street, *Baltimore.*

GEO. R. GAITHER,

COTTON BROKER,

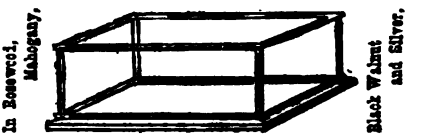
No. 6 South Gay Street,

Baltimore.

JUNGHEIN & BURKHARD,

Manufacturers of all kinds of

SHOW CASES,



No. 27 McCLELLAN'S ALLEY.

BALTIMORE.

ESTABLISHED 1847.

DANIEL E. SHIPLEY. *HENRY W. ROANE.*

SHIPLEY, ROANE & CO.

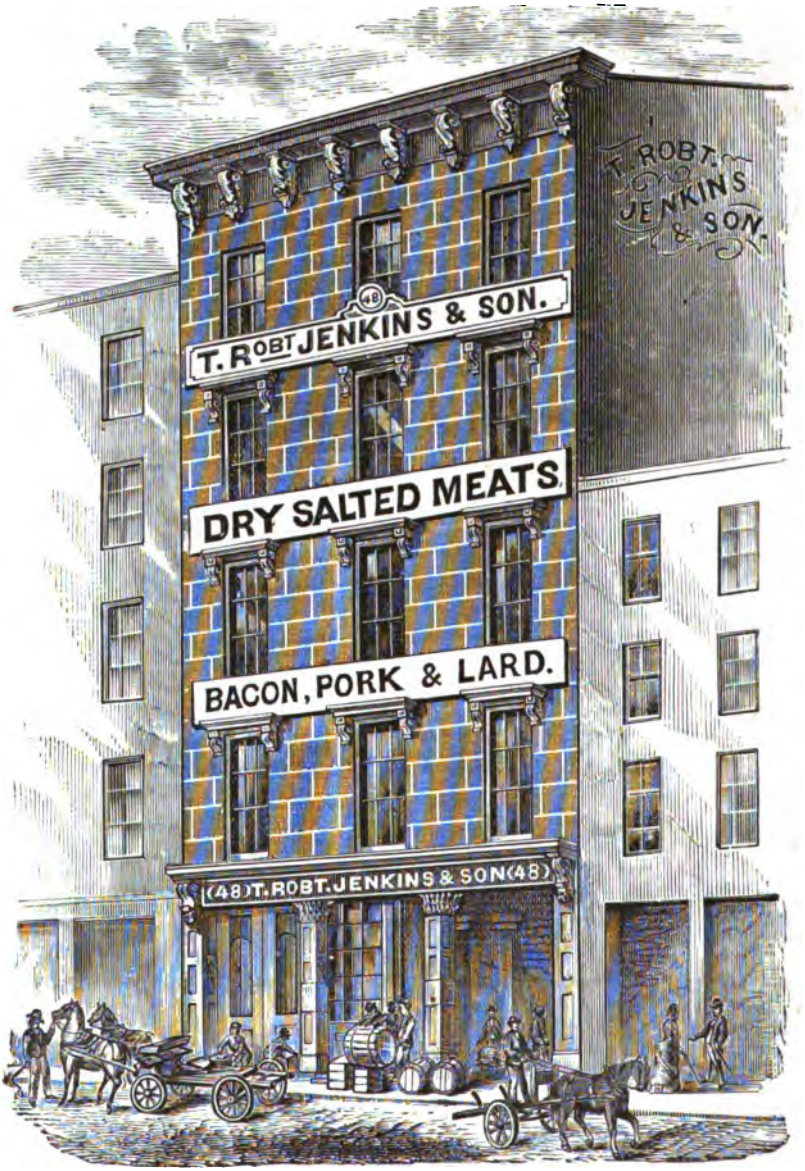
Manufacturers and Jobbers of

MEN'S, YOUTH'S and BOYS'

CLOTHING,

No.* 303 *W. BALTIMORE ST.

BALTIMORE.



T. ROBERT JENKINS & SON,

Wholesale Provision Dealers,

And Curers of the "MARYLAND HAM,"

[See page 107.]

BALTIMORE.

Southern Branch

OF

E. REMINGTON & SONS'

ARMORY and WORKS,

No. 47 N. Charles Street,

(MASONIC TEMPLE,)

WM. H. TYLER, Manager. **BALTIMORE.**

Sewing Machines,

Fire Arms,

Type Writers.

This office is opened for the especial benefit of, and as distributing point for Baltimore and the Southern States. Our Sewing Machines are unsurpassed for their *Elegant* and *Substantial Appearance*, we making no *Plain* Machines, but selling *Cheaper* than others; and they make *less* noise, and require *less physical power* to *operate* than any other Shuttle Machine. The sales have *increased over seventy per cent. per annum for the past three years.*

The Fire Arms are known the world over as *possessing the best material points of excellence*, and include all kinds of

BREECH-LOADING RIFLES, SHOT GUNS,

RIFLE CANES,

Parlor and Saloon Rifles, Army, Belt and Pocket Revolvers,

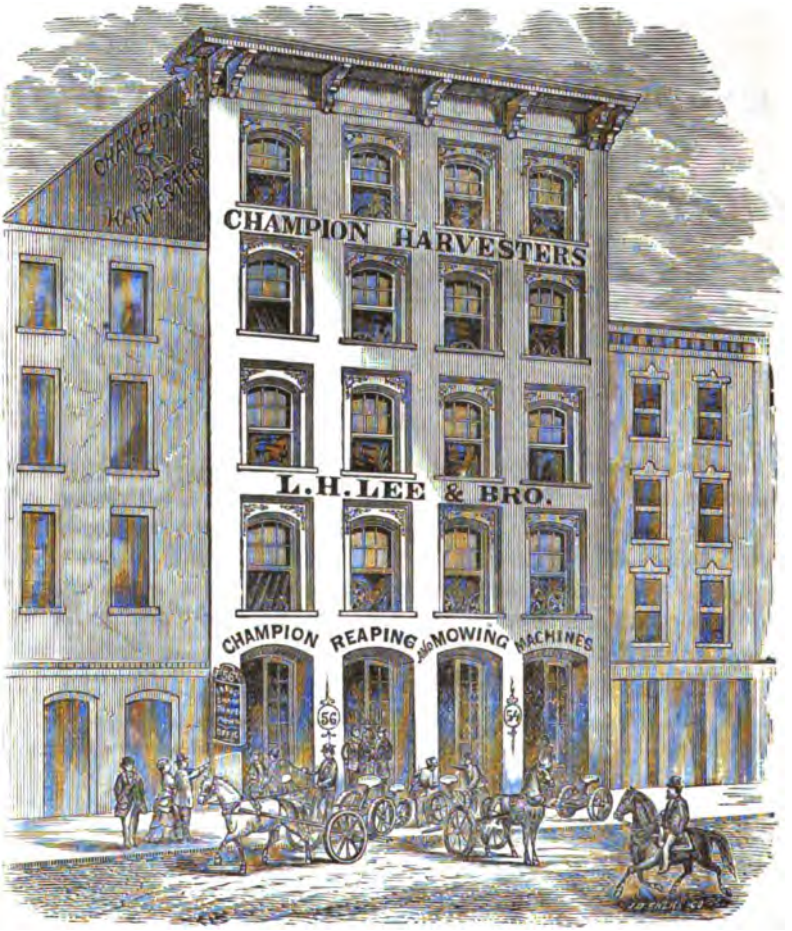
PISTOLS, AMMUNITION, &c.

The TYPE WRITER is just what *every business man wants*, and *all* who have *writing* to do. *Legal and all kinds of Copying solicited*, and *done* for *one-half* the *cost* by the *Pen*. It writes *one hundred words per minute*, makes a perfect *press copy*, and by the manifolding process *twenty copies* can be taken at *one time*.

4

BRANCH OFFICE
FOR
CHAMPION REAPING AND MOWING MACHINES,
Manufactured at SPRINGFIELD, OHIO.

L. H. LEE & BRO.
Nos. 54 and 56 Light Street, Baltimore.



31,000 CHAMPION MACHINES SOLD FOR 1875 HARVEST.

40,000 MANUFACTURED FOR 1876 HARVEST.

The only house in Baltimore making a specialty of Reapers and Mowers. The best made, most durable machines in the market.

R. J. BAKER. R. J. HOLLINGSWORTH.

R. J. BAKER & CO.'S

FERTILIZERS,

PURE FINE GROUND BONE,

SUPER-PHOSPHATE OF LIME, PURE DISSOLVED BONE ASH.

66° Oil Vitriol; German Potash Salts; Pure Chemicals for making Super-Phosphate, at the lowest market price. Call at

R. J. BAKER & CO.'S

36 and 38 S. Charles St., Baltimore.

[See page 294.]

HOUSE ESTABLISHED 1781.

R. SINCLAIR & CO.

MANUFACTURERS OF STANDARD

Farm Implements and Machinery.

SINCLAIR & CO.'S IMPROVED CORN PLANTERS.
SINCLAIR & CO.'S FEED CUTTERS—10 SIZES.
CLIPPER SELF DUMP SULKY-RAKES.
STAR LEVER RAKES.
REAPERS AND MOWERS.
PELTON HORSE POWERS—4, 6, 8 AND 10 HORSE.
TWO-HORSE SWEEP POWERS.
SULKY CULTIVATORS.
S. & CO.'S GRAIN CRADLES.
CORN SHELLERS, AMERICAN POKES, &c.

ALL KINDS OF **Horticultural Tools.**

CHARTER OAK **LAWN MOWERS** ARE THE BEST.

DEALERS IN

Field Seeds, all kinds of Garden and Pruning Tools, Trees, Plants, &c.

Address **R. SINCLAIR & CO.**

Factory, Federal Hill. 62 Light St., Baltimore.

☞ Catalogues mailed upon application.

JOHN C. DURBOROW. *ROWLAND R. HAYWARD.*

J. C. DURBOROW & CO.

No. 55 LIGHT STREET,

MANAGERS OF BALTIMORE BRANCH HOUSE FOR

KIRBY MOWERS AND REAPERS,

Also, Wholesale and Retail Dealers in the following Specialties:

TAYLOR'S DRY-STEAM PORTABLE ENGINE,

CYLINDER USING DRY STEAM.

Harman Wheel Horse Rakes, Philadelphia Lawn Mowers, Ball's Steel, Cast and Combination Plows, Kinyon's Celebrated Meat Choppers, Improved Threshers and Cleaners, Choice FIELD SEEDS, Fertilizers and Agricultural Implements generally.

☞ Send for Circulars and Price-List to **J. C. DURBOROW & CO.**

No. 55 LIGHT STREET, BALTIMORE, MD.

J. WEATHERBY & SONS,

11 and 13 NORTH LIBERTY STREET,

BALTIMORE.

DEALERS IN

HEATING & COOKING APPARATUS

Of the Most Approved Patterns.

MANUFACTURERS OF

BOSLEY'S PATENT LOW-PRESSURE

Steam & Water Heating Boiler.

AGENTS FOR

Chilson's Improved Cone Furnaces,

Chilson's Cooking Ranges,

Boynton's Cast Iron Furnaces,

Boynton's Wrought Iron Furnaces,

Boynton's Fire Place Heaters.

A FULL ASSORTMENT OF

COOKING- AND HEATING STOVES,

PARLOR GRATES, &c., &c., on hand.

☞ SPECIAL ATTENTION GIVEN TO

Heating and Ventilating Public Buildings, or Private Dwellings,

In any part of the Country, and

ENTIRE SATISFACTION GUARANTEED.

WM. E. WOOD & CO.

Southwest Corner Baltimore and Eutaw Streets,

Manufacture at their Foundry in this City, from their own Patterns, GOLD'S PATENT STEAM HEATING APPARATUS; WOOD'S PATENT DIRECT RADIATOR; WOOD'S PATENT GOLD MEDAL HOT AIR FURNACES, 8 sizes; WOOD'S PATENT FIRE PLACE HEATERS, PARLOR SUN and LIGHTNING HEATERS; WOOD'S PATENT PARIS POLISHED FRONT LOW OVEN RANGES, and CENTENNIAL UPPER OVEN RANGES, 4 sizes each.

☞ The "STAR," "BEST," "CRICKET," and a great variety of

STANDARD HEAT AND COOK STOVES,

And Stove Hollow Ware.

Also, CONTRACTORS FOR STEAM HEATING, VENTILATING AND PLUMBING.

DEALERS IN GAS FIXUTRES, MACHINISTS AND PLUMBERS' SUPPLIES.

[See page 212.]

Baltimore Coal Tar and Manufacturing Co.

MANUFACTURERS OF AND DEALERS IN ALL

COAL TAR PRODUCTS,

CARBOLATE OF LIME, CARBOLIC ACID,

TIN CANS OF ALL KINDS,

No. 33 Camden Street,

WORKS AT FOOT OF LEADENHALL STREET,

C. HART SMITH, Pres't. ***BALTIMORE.***

THE "IMPROVED PLASTIC SLATE ROOFING,"

PATENTED IN 1866.

Warranted Fire and Water Proof. Insures at same rates as Metal Roofing. Special advantages over all other kinds of Roofing.

H. NOBLE & CO., Manufacturers,

Office, No. 3 Post Office Avenue, Baltimore,

DEALERS IN ALL KINDS OF

ROOFING MATERIAL, SLATE FLOUR, BUILDING PAPER, &c.

M. GAULT & SON,

432 W. Pratt Street, Baltimore.

ROOFING SLATE

Sold by Cargo, Car-Load or smaller quantity. Put on in all parts of the country—Plain or Fancy. SLATERS' NAILS, Plain and Galvanized; TIN, and ROSIN-SIZED FELT.

GRANITE CUT TO ORDER,

FOR HOUSE AND CEMETERY WORK.

NORTH RIVER BLUE STONE FLAGGING.

SLATE ROOFS KNOWN TO HAVE LASTED SEVERAL CENTURIES.

JAMES BOYCE,

Miner and Shipper of

GEORGE'S CREEK CUMBERLAND COAL,

From the Mines of the

Franklin and George's Creek Mining Company,

ALSO,

FAIRMONT, GASTON and YOUGHIEGHENY

GAS COAL,

SHIPPING WHARVES,

LOCUST POINT, BALTO.

OFFICES: *New American Building, Cor. Balto. & South Sts., Balto.*
71 Broadway, New York.
9 Kilby Street, Boston.

WM. ORTWINE EUGENE D. ROBINSON.

ORTWINE & ROBINSON,

MANUFACTURERS OF

Best Quality Pressed Bricks,

All kinds of Building Bricks, Hollows, Rounds, Angle and Fancy Bricks of every description.

OFFICE, No. 1 N. EUTAW STREET, BALTIMORE.

Orders Solicited. Yard—South Side Washington Road.

MICHAEL ROCHE,

BUILDER & CONTRACTOR,

No. 67 West Centre Street,

BALTIMORE.

E. W. ROBINSON,

Carpenter, Builder & Contractor,

Planing Mill and Lumber Yard, Corner of Essex and Burke Streets, Canton.

Manufactures and keeps on hand for sale all kinds of ready-made work for supplying Buildings. Such as WINDOWS, FRAMES, SASH, BLINDS and SHUTTERS, DOOR FRAMES and DOORS, MOULDINGS, BRACKETS and all kinds of Sawed, Scroll and Turned Wood Work of soft or hard wood made from seasoned Lumber. Can furnish all kinds of seasoned Lumber at short notice at fair prices.

JOHN E. MARSHALL,

BUILDER,

Office at Safe Deposit Company's New Vaults.

Nos. 9, 11 and 13 South St.

BALTIMORE.

B. F. STAR,

French Burr

Mill Stones,

See Page 242. 173 NORTH ST.

JAMES BATES, ELEVATORS,

Cor. Pratt and President Sts.

See page 211.

JOSEPH G. LOANE,

Late of M. A. Sisson & Co.,
Contractors and Builders of City Hall,

GENERAL

Contractor and Builder,

46 W. FAYETTE STREET,

See pp. 33, 316-17-18.] Under Chesapeake Bank.

S. WOLFSHEIMER,

WHOLESALE

CLOTHIER,

288 W. Baltimore St.

BALTIMORE.

OFFICERS OF THE

Corn and Flour Exchange,

FOR 1876.

PRESIDENT,	*Chas. D. Fisher.*
FIRST VICE-PRESIDENT,	*W. B McAtee.*
SECOND VICE-PRESIDENT,	*Geo. H. Baer.*
TREASURER,	*R. M. Wylie.*
SECRETARY,	*Wm. F. Wheatley.*

EXECUTIVE COMMITTEE.

J. B. Hall, *Jas. Knox,* *W. D. Fullerton.*

BOARD OF DIRECTORS.

Chas. D. Fisher,	*Jas. Knox,*	*J. I. Middleton,*
W. B. McAtee,	*W. D. Fullerton,*	*James Lake,*
Geo. H Baer,	*Wm. R. Howard,*	*Geo. T. Kenly,*
R. M. Wylie,	*E. D. Bigelow,*	*W. B. Graves,*
J. B. Hall,	*Jacob D. Michael,*	*J. A. Merritt.*

Qualification for membership requires the applicant to be a citizen of the State engaged in business in Baltimore, and election by the Board of Directors. The present charge for membership is one hundred dollars initiation fee. Premiums for the choice of tables, ranging from five to ninety-five dollars. The roll of membership for the year 1875 contained four hundred and seventy-seven names. ☞ *See page* 135.

BOARD OF TRADE.

OFFICERS FOR 1875-76.

PRESIDENT,
J. HALL PLEASANTS.

VICE-PRESIDENTS,
ISRAEL M. PARR, HIRAM WOODS, D. H. MILLER, HENRY C. SMITH.

TREASURER,
J. STRICKER JENKINS.

SECRETARY,
GEORGE U. PORTER.

DIRECTORS—1875-76.

ROBERT A. FISHER,	S. P. THOMPSON,	J. R. SEEMULLER,
P. H. MACGILL,	A. FULLER CRANE,	J. B. BRINKLEY,
JAS. CAREY COALE,	ANDREW REID,	HOLLINS MCKIM,
JOSEPH H. RIEMAN,	DAVID L. BARTLETT,	STEPHEN BONSAL,
HAMILTON EASTER,	GEORGE P. FRICK,	C. MORTON STEWART,
W. W. SPENCE,	W. H. PEROT,	CHRISTIAN AX,
EUGENE LEVERING,	W. S. YOUNG,	W. H. COLE,
PHILIP T. GEORGE,	GEO. H. BAER,	W. B. MCATEE.

[See page 61.]

DANIEL F. POPE. M. J. OWENS.

POPE & OWENS,

PRODUCE COMMISSION MERCHANTS,

BUTTER, EGGS, POULTRY,

35 South Street,

Refer by Permission:
First National Bank, Baltimore.
Western National Bank, Baltimore.
National Bank of the Republic, Washington, D. C.
I. M. Parr & Son, Baltimore.

BALTIMORE.

BRANCH HOUSE, OWENS & POPE, 903 LOUISIANA AVENUE, WASHINGTON, D. C.

CASSARD BROTHERS & CO.

PROVISION MERCHANTS

AND

LARD REFINERS,

No. 61 South Street, Baltimore.

[See page 110.]

W. J. RIEMAN. *HENRY RIEMAN, Jr.* *HOWARD RIEMAN.*

WM. J. RIEMAN & SONS,

(Packing House, Terre Haute, Indiana.)

PORK PACKERS

AND

Provision and Commission Merchants,

No. 57 GERMAN STREET,

BALTIMORE.

Curers of the "Orange Brand" Ham.

JESSE LAZEAR & CO.

IMPORTERS AND JOBBERS OF

Coffee, Sugar, Molasses, Rice,

AND PROPRIETORS OF THE

Baltimore City Roasted Coffee and Spice Mills,

No. 11 COMMERCE ST.

Jesse Lazear.
J. B. Lazear.
W. L. Lazear.

Baltimore.

ESTABLISHED 1842.

NEWCOMER & CO.

FLOUR AND GRAIN

Commission Merchants,

Nos. 15 and 16 SPEAR'S WHARF,

B. F. Newcomer.
Wm. J. Doyle.
Jno. Shannon.

BALTIMORE.

W. B. GRAVES. W. JUDSON BROWN. S. P. RYLAND, JR.

Brown, Graves & Co.

COMMISSION MERCHANTS,

84 SOUTH STREET,

BALTIMORE.

E. T. RINEHART. E. I. WHITTELSEY. B. E. CHILDS.

RINEHART, CHILDS & CO.

FLOUR AND GRAIN

Commission Merchants,

155 N. HOWARD STREET,

BALTIMORE.

JORDAN STABLER,

Importer, Jobber and Retailer of

STAPLE & FANCY GROCERIES,

Corner of Eutaw, Madison and Garden Streets, Baltimore.

T. M. REESE. H. S. REESE. WALTER REESE.

T. M. REESE & SONS,

99 N. Charles Street, Baltimore.

RETAILERS OF

The finest and most carefully selected

STAPLE and FANCY GROCERIES,

(FOR GENERAL FAMILY USE.)

POTATOES, FOREIGN AND DOMESTIC FRUITS AND NUTS, HAVANA CIGARS, SAUCES, CATSUPS, &c., &c.

R. COURTNEY & BRO.

IMPORTERS,

Wines, Brandies, Havana Cigars,

Teas and Choice Groceries.

14 N. CHARLES ST., BALTIMORE.

JAMES H. F. HISER,

FAMILY GROCER,

N. E. Cor. Druid Hill Avenue and Dolphin St.

BALTIMORE.

H. A. WAIDNER & CO.

MANUFACTURERS' AGENTS

AND

General Merchandise Brokers,

CANNED GOODS A SPECIALTY.

41 German Street, Baltimore.

WM. H. REINHARDT,

Manufacturer of

Patent Glass Pad Truss,

Shoulder Braces, Abdominal Supporters

AND

Soft and Wooden Pad Trusses,

10 N. GAY ST., BALTIMORE.

Female Department under the Superintendence of Mrs. Reinhardt.

KEEN & HAGERTY,

WHOLESALE

Tin and Japanned Ware,

Manufacturers and Dealers in

Tin Plate, Sheet Iron, Hardware, &c.

Sole Agents for

"EXCELSIOR" LIGHT HOLLOW WARE,

30 SOUTH CALVERT ST.

Cor. Water Street. (See p. 200,) BALTO.

GREAT IMPROVEMENT IN REFRIGERATORS.

THE BALTIMORE CLIMAX,

Refrigerator & Water Cooler Combined,

Patented Dec. 2, 1873–June 1, 1875.

SELF-PURIFYING.

No Musty or Tainted Odors--No Drip-Pan to soil the Carpet.

Manufactured and for sale by

R. ARMIGER & SON,

12 SECOND STREET.

Send for Catalogue and Price List.

JOSHUA ROBINSON,

Manufacturer and Dealer in

Tin Ware, Japan, Plain Block Tin, Britannia Ware,

RANGES, COOK STOVES, HEATERS,

And HOUSEKEEPING ARTICLES in General,

Wholesale and Retail,

368 West Baltimore Street, Baltimore.

J. HENRY REIP,

HOUSEKEEPERS' EMPORIUM,

143 West Fayette Street, near Howard,

MANUFACTURER OF

PLAIN AND JAPANNED TIN WARE,

In its greatest variety, which has long been celebrated for its finish and quality. AGENTS FOR

"THE DOWNER MINERAL SPERM ILLUMINATING OIL,"

FIRE TEST 300°.

SPOUTING and all kinds of REPAIRS.

Wooden and Willow Ware and Fancy Goods.

MILK CAN, The Best in the Market.

E. L. H. GEIGER,

Manufacturer and Dealer in

STOVES,

Tin and Sheet Iron Ware

AND

HOUSE FURNISHING GOODS,

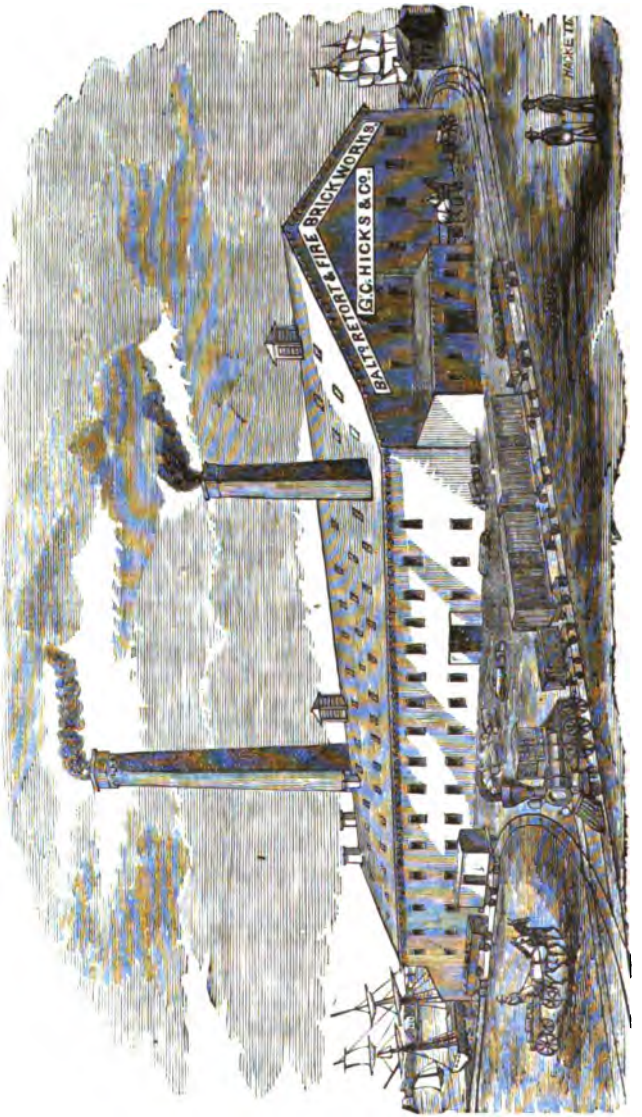
112 North Howard Street, Corner Mulberry,

BALTIMORE.

PATENT COFFEE POT, Superior in every respect.

Baltimore Retort and Fire Brick Works

Office, No. 3 South Holliday Street.



Manufactory, Locust Point.

GEO. C. HICKS & CO.

BALTIMORE.

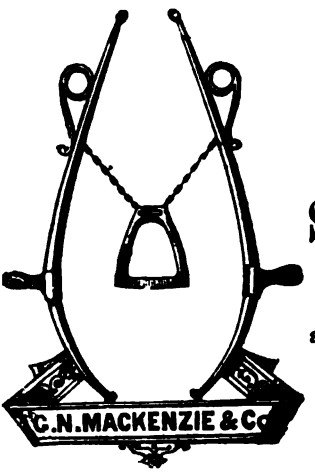
[See page 247.]

J. FRANKLIN DIX. WILLARD C. WILKINS.

DIX & WILKINS,

Importers and Dealers in FOREIGN FRUITS,

No. 123 W. LOMBARD STREET, BALTIMORE.



ESTABLISHED IN 1820.

GEO. N. MACKENZIE & CO.

SOLE SUCCESSORS OF

Thos. Mackenzie & Sons and Mackenzie Bros.

Importers and Wholesale Dealers in

SADDLERY HARDWARE,

Comprising everything in the line.

No House in the United States can offer a better assorted Stock on better terms.

Orders by Mail receive Prompt Personal Attention.

NO. 18 SOUTH CHARLES STREET,

BALTIMORE.

E. AUSTIN JENKINS, ALFRED JENKINS, JR. ROBERT H. JENKINS.

EDW. JENKINS & SONS,

IMPORTERS AND DEALERS IN

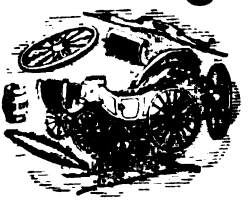
Carriage and Saddlery Hardware,

No. 180 W. Baltimore Street,

BALTIMORE.

HENRY R. CHAMPAYNE,

Carriage and Express Wagon



MANUFACTURER,

No. 84 German Street,

Betw. Eutaw and Paca Sts. BALTIMORE.

☞SECOND-HAND CARRIAGES FOR SALE OR EXCHANGE.

JOSEPH RENSHAW,

MANUFACTURER OF EVERY DESCRIPTION OF

Carriages, Express Wagons,

TRUCKS, &c.

No. 73 North Calvert Street, Baltimore.

Keeps constantly on hand a good assortment of the above, made of the best material and workmanship, at the lowest prices. Repairing promptly attended to. All work warranted.

E. UHLER, JR.,

Madison Avenue Stables,

Nos. 3 and 5 ORCHARD ST.,

Near Madison Avenue.

FOR HIRE—Horses and Carriages of every description, including handsome Coaches for Weddings, Concerts, Shopping, &c., at moderate prices.

Also, Horses and Carriages kept at LIVERY, by the day, week, or month.

BOOK ACCOUNTS PAYABLE MONTHLY.

GUSTAV KRUG,

(Successor to A. MERKER & KRUG,)

Manufacturer of all Descriptions of

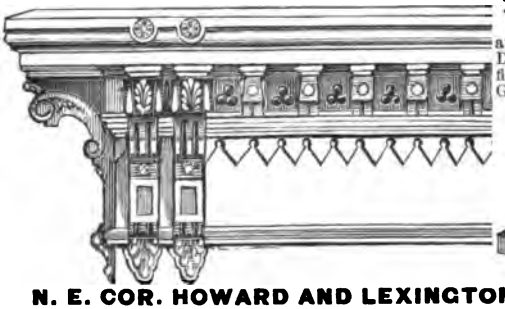
IRON WORK,

S. W. Corner of Saratoga and Jasper Streets,

BETWEEN EUTAW AND PACA.

Wrought and Cast Iron RAILINGS, DOORS, SHUTTERS and SAFES. Contracts filled for city and country. Information furnished. One of the oldest established houses in its line in BALTIMORE.

JOHN G. HETZELL,



METALIC ROOFING AND SPOUTING,

Manufacturer of Galvanized Iron Cornices and Lintels, made according to Architects' Drawings. Also Hayes' Patent Ventilating fire-proof Skylights, Conservatories, and other Glazed Structures.

ALL WORK WARRANTED.

N. E. COR. HOWARD AND LEXINGTON STREETS, BALTIMORE.

JACOB B. THOMAS. JOHN L. LAWTON.

JOSEPH THOMAS & SON,

ESTABLISHED 1820.

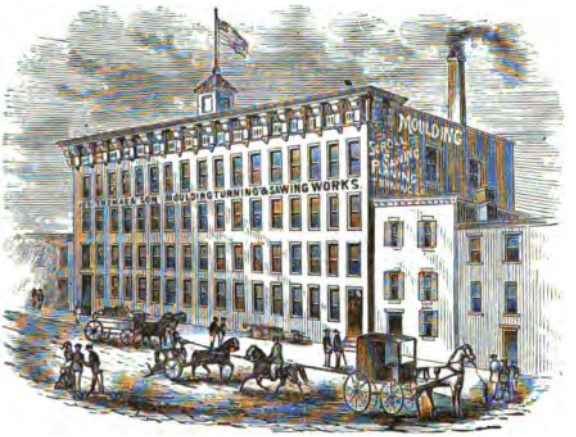
MARYLAND MOULDING, TURNING & SAWING WORKS,

MANUFACTURERS OF

Builders' Material, Hardwood Finish for Dwellings,

CHURCH, OFFICE AND BANK FURNITURE.

Pews, Pulpits, Altar AND CHANCEL WORK.



Counters, Desks, Book-Cases, SCREENS, &c.

FOR CHARACTER OF WORKMANSHIP, SEE
CITY COUNCIL CHAMBERS,
ENG. LUTHERAN AND GRACE CHURCHES, LANVALE ST.,
STEAMER FLORIDA OF BAY LINE,
NATIONAL MECHANICS' BANK,
NEW AMERICAN OFFICE.

Factory—Leadenhall & Montgomery Streets,
Warerooms—32 Park Avenue,
Hardwood Yard—217 S. Eutaw Street,
} **BALTIMORE.**

SEE PAGE 193.

W. E. DAVIS & CO.

Manufacturers of all kinds of IRON RAILING, BALCONIES,

GRATINGS, WINDOW GUARDS, GATES, BRACKETS,

Irons for Buildings. TERMINALS, FINIALS, VANES, and all kinds of

No. 41 CLAY ST., near Park, Baltimore.

THOMSEN & MUTH,

Nos. 14 and 16 German Street, ... Baltimore,

First Double Warehouse East of Hanover Street,

IMPORTERS AND JOBBERS IN

DRUGS, CHEMICALS, PAINTS, PAINT BRUSHES, &C.

WHOLESALE DEALERS IN

Dye Wood Extracts, Madder, Indigo, Dye Stuffs and Dry Salter's Chemicals.

AGENTS FOR

The CELEBRATED ANILINE COLORS, manufactured by the BADISCHE ANILINE FABRIK, ... LUDWIGSHAFEN, GERMANY.

A FULL ASSORTMENT OF

Popular Perfumery of Foreign and Domestic manufacture, Hair, Tooth, Nail and other Toilet Brushes, Combs, and a general line of Druggists' Fancy Goods.

SPECIAL ATTENTION GIVEN TO

DRUGGISTS' SHOP FURNITURE AND FITTING UP NEW STORES.

Depot for Wittes' Imperishable Enameled Ware.

Elegant French Boxed Counter Scales in ornamented Marble, Walnut and Rosewood Boxes.

AGENTS FOR

TROENMER'S CELEBRATED COUNTER AND PRESCIPTION SCALES.

Having recently built and fitted up with every convenience, our present warehouse, 14 and 16 GERMAN STREET, we will continue to fill orders promptly and in a reliable manner.

THOMSEN & MUTH, Baltimore.

B. F. SMITH. W. A. HANWAY. W. P. CLOTWORTHY.

SMITH, HANWAY & CO., WHOLESALE DRUGGISTS,

No. 8 SOUTH HOWARD STREET, BALTIMORE.

This firm are the originators and sole proprietors of the "PATAPSCO BAKING POWDER." They introduced this Powder on the market only about a year ago; since then it has attained GREAT CELEBRITY. They claim superiority for it on account of its merit and economy in price. It is also claimed for this Powder that it will stand exposure to the atmosphere of any climate, and hence it is sold largely in bulk, though they put it up in any desired style of package.

This firm are also proprietors of "KASTYOYLE," a sweet or tasteless Castor Oil which is also very popular. It is claimed for this article, that it retains all the medicinal virtue of the Castor Oil, but the nauseous taste is removed and it is made sweet and pleasant to take.

E. WALTON RUSSELL,

PHARMACIST,

Cor. BALTIMORE and EUTAW STREETS, Opposite Eutaw House.

BALTIMORE.

DEALER IN THE CHOICEST

DRUGS, CHEMICALS, PERFUMERIES,

BRUSHES, SPONGES, SOAPS,

SODA, VICHY, KISSENGEN and other MINERAL WATERS.

SPECIALTIES.

"Superior Bouquet Cologne."
"Enameline," elegant for the Teeth.
"Emollient," for chapped hands and face,

AND OTHERS.

☞ Physicians' prescriptions and orders carefully and promptly dispensed.

A VALUABLE DISCOVERY.

Dr. C. W. BENSON, a practicing physician, at 106 North Eutaw Street, Baltimore, Md., (who has paid much attention to nervous diseases,) has discovered that extract of celery and chamomile combined, in a certain proportion, invariably cures headache, either bilious, dyspeptic, nervous or sick headache, neuraligia and nervousness. This is a triumph in medical chemistry, and sufferers all over the country are ordering by mail. He prepares in pills at 50 cents per box. The Doctor is largely known and highly respected in Baltimore.—*Episcopal Methodist.*

These pills are sent postage free to any address, and sold by all wholesale and retail druggists.

A. N. MARION & CO.

PHARMACEUTISTS,

S. E. Corner of Baltimore and Charles Sts.

Agency & Depository for French Medicinal Preparations.

WM. P. SMITH. JOSEPH T. PEIRSON. D. PINKNEY WEST.

BALTIMORE DETECTIVE POLICE AGENCY,

SMITH, PEIRSON & WEST,

WILL DEVOTE THEIR ATTENTION TO

THE DETECTION OF CRIMES,

Committed upon Railroads, Banks, Insurance Companies, &c.

And also do a General Detective Business; will arrest and return Criminals from any part of the United States; will assist Attorneys in procuring testimony, &c., attend also to the collection of claims.

25 NORTH CALVERT STREET, CORNER LEXINGTON, BALTIMORE.

The Mercantile Agency,

Cor. BALTIMORE and CHARLES STS., BALTIMORE.

R. G. DUN & CO.

ESTABLISHED JUNE, 1841.

This Establishment supplies (to subscribers only,) all necessary information as to the standing, responsibility, &c., of Merchants, Traders, Manufacturers, Public Companies, &c., throughout the United States, their Territories and British North America.

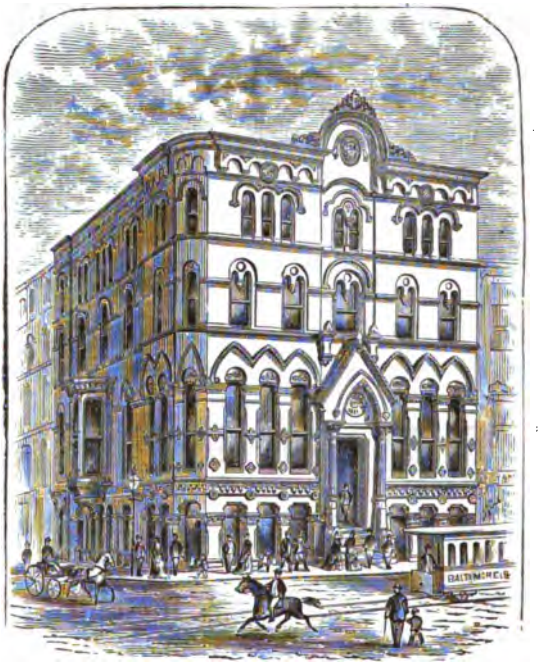
Also makes collections and attends to legal business generally. It is the oldest and by far the most complete and extensive system ever organized for the accommodation of Banking and Mercantile interests, and for the general promotion and protection of trade.

WM. G. SCARLETT, Resident Partner.

BRANCH OFFICES IN ALL THE LEADING CITIES OF THE COUNTRY.

ALEX. BROWN & SONS,

(Organized 1811,)



153 W. Baltimore Street.

[See page 267.]

BROWN BROTHERS & CO.

59 Wall Street, New York.

Bills of Exchange on
Great Britain and Ireland.

COMMERCIAL AND TRAVELLING CREDITS ISSUED,

Available in any Part of the World.

Telegraphic Transfers of Money

MADE TO AND FROM

LONDON AND LIVERPOOL.

☞ **Advances Made on Cotton and other Produce.**

J. J. NICHOLSON & SONS,

BANKERS,

284 Baltimore Street,

Between Hanover and Sharp.

[See page 270.]

FRANKLIN BANK,

No. 15 South Street, opposite German St.

CHARLES J. BAKER, President.

S. SPRIGG BELT, Cashier.

DIRECTORS:

ROBERT TURNER, GERMAN H. HUNT, GEORGE SANDERS, CHARLES WEBB, HUGH SISSON, WILLIAM SEEMULLER, ALEXANDER SHAW.

[See page 263.]

Merchants' National Bank,

OF BALTIMORE.

SOUTH WEST CORNER GAY AND SECOND STREETS.

CHARTERED 1834.

ALEX. H. STUMP, Pres't.

WM. L. GILL, Cashier.

DIRECTORS:

Alexander H. Stump.
Wm. H. Graham.
Joseph P. Elliott,
Joseph Cushing, Jr.
John M. Orem.
Robert A. Fisher.
Wm. H. Baldwin, Jr.
L. W. Gunther.

[See page 272.]

REVERDY JOHNSON.

THE distinguished life and public services of Mr. REVERDY JOHNSON induced us to make special notice of him in our comments upon the Bar of the City and State in the first edition of our work, (see page 74.) Although, then, almost an octogenarian, he was apparently as vigorous as he ever was, both in mind and body. The labors and the excitements incident to the high and responsible offices he has filled had never, in the slightest degree, abated his ardent love of the profession he had made his own, and the power and dignity of which he had done so much to illustrate.

Returning from his mission as Minister to England in 1869, he had quietly resumed the practice of Law, and his services were eagerly sought for the trial of important causes,

as they had been years before, in Maryland and in other parts of the country. Few persons, indeed, who did not know Mr. Johnson personally, would credit the fact of his very advanced age, and wherever he went, or wherever he was heard, he commanded the most marked attention. Almost the last of the living contemporaries of Pinkney, Wirt and Taney, of our own ever-memorable Bar, and of Clay, Webster and Calhoun in the Senate of the United States, he was looked upon, both by lawyers and politicians, with a reverence seldom now accorded to any man. He had outlived all partisan bitterness and jealousy, and was so far removed from current political influences, that his views and opinions upon the leading questions of the day were taken, not merely as the quick perceptions of his wonderful intellect, but as the calm results of the study and experience of half a century. The life of one so gifted and so useful to his fellow-citizens was, as we thought, very properly referred to, among the objects of our State and city pride. His recent and lamentable death certainly claims at our hands some tribute to his memory. A biography, and the relation of the important and interesting events in the history of the State and the country with which his name is associated, will doubtless be written. But we feel that we should not do justice to our own book, if we omitted to record in its pages the prominent physical and intellectual features of this very remarkable man.

Mr. Johnson was born at Annapolis, Maryland, on the 21st of May, 1796, and consequently, at the time of his death, on the 10th of February last, was within four months of the completion of his eightieth year. His family were among the very early settlers in Maryland, and some of its members had held prominent positions under the Colonial Government. His father, John Johnson, was an eminent lawyer, who, after serving in both Houses of the General Assembly, was successively Attorney General, Judge of the Court of Appeals, and Chancellor of the State. His mother was the daughter of Reverdy Ghiselin, long and well known as the Commissioner of the Land Office, at Annapolis. Educated at St. John's College, in his native town, Reverdy Johnson entered the Grammar School at six and left the institution at sixteen years of age. He immediately commenced reading law under the direction of his father, and was afterwards, for a while, a student in the office of the late Judge Stephen. He was admitted to the Bar and began practice in Prince George's county, in the village of Upper Marlborough, in 1816, when only in his twentieth year. Although thus under age, he was appointed by the then Attorney General his Deputy for the Judicial District, and performed the duties of that responsible office in the most creditable manner until November, 1817, when he removed to Baltimore and started in his career as a lawyer, which for brilliancy and success has seldom been equalled. Developing thus early that vigor of intellect and force of character which so distinguished him, he took at once an excellent position; and notwithstanding his youth, was recognized by lawyers and laymen as a man of unusual ability. He became, very soon, the professional associate and intimate companion of Robt. Goodloe Harper, Luther Martin, William Pinkney, Roger B. Taney, William H. Winder and others, who had already made the Bar of Maryland famous. Laboring with untiring energy and earnestness of purpose, Mr. Johnson obtained a large and lucrative practice, which, to the day of his death, was only interrupted by the discharge of his various public duties. In 1821 he was elected to the State Senate for a term of five years, and was re-elected for another term, but, after serving two years of the second term, he resigned, that he might give more exclusive attention to his practice Although frequently urged to do so, he always refused to be a candidate for the House of Representatives, and never held a seat in that body. In 1845, however, he was elected to the Senate of the United States, and soon took a conspicuous place among its leading members. In 1849 President Taylor offered him the position of Attorney General, which he accepted and filled with distinction until the accession of Mr. Fillmore, when he resigned and resumed his practice. From that time his fame as a lawyer became national, and he was retained

on one side or the other of almost every important cause in the Courts of Maryland and in the Supreme Court at Washington. His advice and services were sought from distant States, and his appearance in Court in Connecticut and New York, in Missouri, Louisiana, California and elsewhere, in cases involving large interests and the most intricate questions of law, is a part of the history of the profession in America. In 1854 he was employed by an English House to argue a case before the joint English and American Claims Commission, then sitting in London under the provisions of an international treaty. Mr. Johnson there had as his associate the late Lord Chancellor Cairns, who was then in the House of Commons, and a leading member of the English Chancery Bar. Mr. Johnson had visited England and travelled in Europe, some years before, when comparatively unknown, but on this occasion he received very great attention from public men and members of the English Bar. Returning home, he was unceasingly engaged with his immense practice, and took no active part in public matters until in the winter of 1860-61, when he was forced to do so by the exigencies of that memorable period. He was chosen one of the Delegates from Maryland to the Peace Convention which assembled in Washington. Although avowing himself a Union man, and utterly repudiating the doctrine of secession as a constitutional right, Mr. Johnson was conspicuous in that Convention for his earnest and eloquent efforts to avert the threatening calamities of civil war by measures of compromise and conciliation; and it was only when all hope of a peaceful adjustment of the sectional difficulties had vanished, that he advocated the preservation of the Federal Government by its military power. When the supremacy of that power was re-established, Mr. Johnson was among the first and most determined defenders of the rights of the Southern States to be restored to their former places and privileges. In the winter of 1862-63, when the war fever was at its height, the Legislature of Maryland elected Mr. Johnson to the Senate, and he resumed his seat in that body after an absence of fourteen years. He participated in all the great debates, and though by no means a party man, and not always acting with the Democrats, he was invariably found in the front rank of those who resisted extreme and cruel measures of oppression and retaliation towards the Southern people. In 1868 President Johnson appointed him Minister to England, and during his official residence in that country he was the recipient of attentions never before paid to an American Ambassador. The settlement of the "Alabama Claims," which then excited the temper and severely taxed the self-control of both nations, was a very difficult task for Diplomacy, and, although the treaty negotiated between Mr. Johnson and Lord Clarendon was not ratified by the American Senate, it is universally conceded that the agreements it involved accomplished the great object—that of preventing war—while the subsequent arrangement of the mode in which those agreements were to be enforced, gave no additional security for peace, and established no new principle whatever.

With the advent of President Grant's administration, Mr. Johnson's recall from London became a matter of course, and in the fall of 1869 he was again in Baltimore, engaged as formerly, in the daily occupation of his profession. Although past the period of life when most men of competent fortune seek the retirement and ease of their homes, and abandon the cares and anxieties of business, Mr. Johnson manifested, even then, no such disposition. He was as ready as ever to undertake the trial of any case of sufficient importance to justify his employment by a litigant, or in which he was asked to defend the cause of public or of private justice.

One of the many unhappy results of the civil war, and of the attempted reconstruction of the States, in their relation to the General Government, was the frequent exercise of powers never before recognized, and the discussion of Constitutional questions never previously raised. In many of these cases Mr. Johnson appeared, and his arguments will ever be held as among the ablest modern expositions of the intent and meaning of the

framers of our fundamental law. Retaining to the very last his robust health and cheerful temperament, he seemed likely to live on for some years yet, and this fact made his sudden death all the more shocking. He had only returned, a few weeks before, from London, where he had spent a month or two in the transaction of some business, and the two voyages across the Atlantic Ocean had been made by him without the slightest apparent discomfort. He had been welcomed back to Baltimore and Washington by his family and numerous friends, and in his unpretending manner had gone right to work again to try cases, the arguments of which his temporary absence had delayed. At the time of his death he was in Annapolis awaiting the call of one of these cases in the Court of Appeals of the State. It was one in which his interest and kindness of heart were warmly enlisted in behalf of the son of a friend of his early life, and had he been spared twenty-four hours longer, he would doubtless have closed his professional career by the exhibition of all his usual vigor of intellect and power and ingenuity of reasoning. He was taken off, however, "in a moment, in the twinkling of an eye," and, as if Providence had so ordained it, in the very place where his remarkable life began. To the very last his faculties of mind seemed perfectly unimpaired, for, but one hour before the announcement of his death, his delightful humor and fund of anecdotes had made him the charm of a dinner party at the Governor's House, where some of his intimate friends had been assembled. The only reasonable mode of accounting for the sad occurrence is upon the theory of an attack of apoplexy. The startling information of his death caused profound sorrow, not only in Maryland, but throughout this country and in England; for wherever American Independence or American Statesmanship were understood or recognized, Mr. Johnson was both known and respected. His loss to the community in which he lived will be long deplored. Simple in all his tastes, and absolutely free from all affectation of manner, he was the friend of all who knew him. Frank and manly himself, he rarely thought ill of any one, and was ever ready to encourage or assist those who approached him. He always manifested the deepest interest in the public welfare, and his presence and his earnest eloquence not unfrequently promoted the great efforts in our midst for moral as well as political reform. The life and character of such a man are a precious legacy to his countrymen, and an example which should not be lost sight of or suffered to be forgotten.

RESOLUTIONS ADOPTED BY THE GENERAL ASSEMBLY OF MARYLAND.

Hon. F. P. Stevens (by unanimous consent,) from a Joint Select Committee, appointed to prepare a suitable testimonial to the memory of the late Honorable Reverdy Johnson, presented the following

JOINT RESOLUTIONS.

Resolved by the General Assembly of Maryland, That the General Assembly of Maryland, have heard with profound grief and sincere regret, the announciation by his Excellency, the Governor, of the sudden decease of the Honorable Reverdy Johnson, in the full vigor of life, and in the crowning years of a long period of usefulness to his state and country.

That by the death of this distinguished Jurist, Statesman and Diplomatist, the people of the State of Maryland have lost one in whose unquestioned fame, at home and abroad, they have ever felt a just pride, and whom they have delighted to honor, as one of her pre-eminently worthy and most illustrious sons: and the nation and the world have been called to mourn the deprivation of a wise counsellor and a devoted patriot.

That the State of Maryland will ever cherish and hold in grateful remembrance, the invaluable public services he has rendered, and would hereby express a tribute of honor and respect, to the consummate ability, and commanding intellect, which exalted him as the foremost Jurist of America.

To the patriotic impulses which animated him in the discharge of grave and responsible duties to his state and country.

To his unsullied private character, and ennobling virtues, which are inscribed upon, and enshrined in the hearts of his countrymen.

That as a further testimonial of respect to the memory of the deceased, an engrossed copy of these resolutions, signed by the President and Secretary of the Senate, the Speaker and Chief Clerk of the House of Delegates, be transmitted to the family of the deceased, and that a similar copy suitably framed be placed in the Library of the State.

FRANCIS PUTNAM STEVENS.
LEWIS H. STEINER.
Committee on the part of the Senate.

EDWARD J. CHAISTY.
BENJAMIN LANKFORD,
HENRY R. ATKINSON.
Committee on the part of the House of Delegates.

Attorneys at Law.

(See pages 73 and 74.)

Messrs. BROWN & BRUNE,
J. MORRISON HARRIS,
SLINGLUFF & SLINGLUFF,
And JAMES W. DENNY.

SEE PAGE 272.

REVERDY JOHNSON,

Counsellor at Law,

49 W. FAYETTE ST.,

BALTIMORE.

I. NEVETT STEELE,

Counsellor at Law,

29 Lexington Street,

BALTIMORE.

JOHN H. B. LATROBE,

Counsellor at Law,

ST. PAUL STREET,

Near Lexington,

BALTIMORE.

EDWIN HIGGINS,

Attorney and Counsellor

AT LAW,

No. 21 N. CALVERT ST.,

MONUMENT SQUARE, **BALTIMORE.**

PRACTICES IN THE STATE AND FEDERAL COURTS.

COLLECTIONS made in all parts of the COUNTRY, and *promptly remitted.*

GEO. M. GILL & JOHN GILL, Jr.

Attorneys at Law,

38 ST. PAUL STREET,

BALTIMORE.

CHARLES G. KERR,

Attorney and Counsellor

AT LAW,

49 W. FAYETTE STREET,

BALTIMORE.

ROBERT BALDWIN,

Attorney and Counsellor

AT LAW,

COR. CALVERT AND FAYETTE STREETS,

Nat. Mechanic's Bank, (*Second Floor.*) BALTIMORE.

CHAS. J. BONAPARTE,

Attorney at Law,

No. 29 St. Paul Street,

BALTIMORE.

H. CLAY DALLAM,

Attorney at Law,

Office, Cor. St. Paul & Saratoga Sts.

BALTIMORE.

Practices in the Courts of BALTIMORE CITY, and the Court of Appeals.

RUFUS W. APPLEGARTH,

Attorney at Law,

23 N. Calvert Street,

OPP. COURT HOUSE.

BALTIMORE.

Joseph S Heuisler. Charles W. Heuisler.

JOSEPH S. HEUISLER & SON,

Attorneys at Law

AND

SOLICITORS IN CHANCERY.

No. 6 Law Buildings,

ST. PAUL ST., BALTIMORE.

HENRY D. LONEY,

Attorney at Law,

Nat. Mechanics' Bank Building,

BALTIMORE.

Charles E. Phelps. John V. L. Findlay.

PHELPS & FINDLAY,

Attorneys at Law,

No. 49 ST. PAUL ST.,

BALTIMORE.

G. MORRIS BOND. J. B. TIDY, JR.

BOND & TIDY,

Attorneys & Counsellors

AT LAW,

42 N. CHARLES ST.,

NEEDLES' BUILDING.

JOHN C. KING,

ATTORNEY AND SOLICITOR

National Mechanics' Bank

BUILDING,

2d FLOOR. BALTIMORE.

PEABODY HEIGHTS.

The suburban country of Baltimore is extremely beautiful, and no portion surpasses that lying to the north of the city. That section extending from Druid Hill Park to Clifton, the seat of Johns Hopkins University, and Lake Montebello, is one of the most picturesque in America. It is a panorama of uninterruped beauty, diversified with almost every variety of scenery, to which man has contributed the works of art and industry.

Graceful villas crown its heights, luxuriant gardens repose on its valleys and hill sides, lakes and streams sparkle amid its emerald fields. In the midst of this scene and on one on its crowning heights, the property of the *Peabody Heights Company* is situated. It is only three quarters of a mile north of Washington Monument, and nearly on a level with its top, bounded by Charles Street and Maryland Avenue on the west and North Street on the east. It is an elevated plateau containing about fifty acres, which have been laid off into broad streets and avenues to conform with the city, which ere long will incorporate it with itself.

ITS SITUATION IS BEAUTIFUL AND ADVANTAGEOUS. Overlooking the city, it affords comprehensive views of it and the surrounding country. From its elevation, the view embracing Druid Hill Park with its primeval forests and its lakes, Mount Royal with its Reservoir and Fountain, the City with its numerous spires and monuments, the Bay with its wide expanse whitened with the sails of our commerce, is beyond description. Opposite to it is Homewood Park, the generous donation of Mr. Wm. Wyman and others to Baltimore, whose shady groves will be a favorite refuge from the heat and dust of the city.

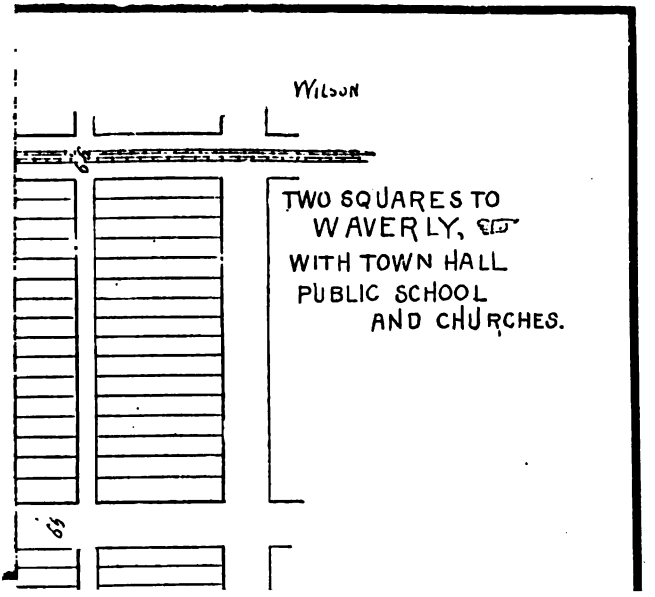
Upon the grounds are the handsome residences of Messrs. Holmes and Ulman, and in the near vicinity are the country-seats of many of our most prominent and cultivated citizens, as "Guilford," the property of A. S. Abell, Esq., and the elegant homes of Messrs. Perine, Wyman, Wilsons, Reese, Whiteley, Whitridge, Brady and others. Thus by its situation and surroundings it is truly beautiful.

ITS ADVANTAGES are evident from its relative position to the city and county, and the means of communication with both. The Baltimore, Peabody Heights and Waverly Railroad runs through its entire length connecting it with the York Road and Towsontown, the county-seat; also by the Park Avenue and Calvert Street Lines with all parts of the city. The Hampden and Woodberry Cars pass near, giving close communication with Druid Hill Park. It is within walking distance of Union Depot on Charles Street, where trains arrive and depart to all parts of the country. It is convenient to schools and churches of all denominations in the county and city. In fact it contains all the advantages of a country and city residence, having the charm and healthfulness of the one, and the social privileges and conveniences of the other. The Boulevard or Grand Avenue, which is to connect Clifton Park and Lake Montebello with Druid Hill Park, will pass near the property. It is impossible to conceive of a situation more beautiful and desirable.

The Company have laid it off into building lots, which they are leasing or selling at rates that make them desirable either for a home or investment, as the city is rapidly growing towards it with first-class improvements, its advance being largely along the line of which it is the very centre.

The Company is composed of some of our most prominent citizens and capitalists, whose names are a sufficient guarantee to any who may desire to purchase or locate here. By the express stipulations of the terms of purchase, there is perfect immunity from everything which may be objectionable to the purchasers.

The officers are—President, FRANKLIN WILSON; Vice-President, WILLIAM DEVRIES; Treasurer, CHARLES W. LORD; Secretary, J. APPLETON WILSON; Directors, GEORGE W. ROBINSON, WM. HOLMES, A. J. ULMAN, CHARLES WEBB, SAMUEL H. ADAMS.



☛ Copying of *Old Pictures of deceased friends* made a specialty.

☛ Please call and see specimens of work.

N. H. BUSEY'S

PHOTGRAPHIC AND ART GALLERIES,

N.W. Cor. Charles and Fayette Sts.,

BALTIMORE.

THE LARGEST AND MOST COMPLETE IN THE CITY.

Occupying the four-story building on the corner of Charles and Fayette Streets, and employing none but FIRST-CLASS ARTISTS.

The work produced at this establishment cannot be excelled in this country or in Europe.

Every kind of picture, from CARTE-DE-VISITE to LIFE SIZE PORTRAITS in Oil or Pastel, finished in the highest style of the art.

Particular attention given to copying and enlarging from old Daguerrotypes, &c.

Any orders by mail promptly attended to. Also a fine collection of

STEEL ENGRAVINGS,

ENGLISH, GERMAN AND FRENCH

CHROMOS, PHOTOGRAPHS

From Paintings, &c., &c.

ALL KINDS OF FRAMES ON HAND,

AND MADE TO ORDER,

AT VERY MODERATE PRICES.

SATISFACTION GUARANTEED.

INSTRUCTION CO. OF MARYLAND,

CORNER OF

Baltimore and Charles Streets,

BALTIMORE, MD.

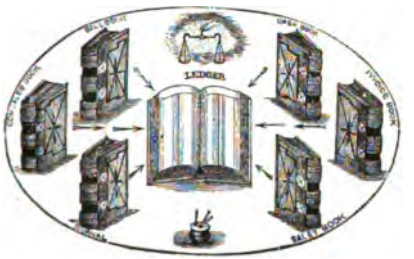


DIAGRAM indicating the practical method of Posting directly from the Books of Original Entry to the Ledger.

PRACTICAL BOOK-KEEPING!

PRACTICAL INSTRUCTION!

Based entirely on the various operations of Finance and Trade.

No Copying from Printed or Manuscript Forms in Learning Book-Keeping at this Institution.

☞ Thirty Phonographic, Telegraphic, Banking, Writing, Shipping and Business Instruction Papers sent free to any address enclosing return postage.

JOHN H. ALLEN,

SUPERINTENDENT.

C. T. LAWSON,

PRESIDENT.

OLDEST AND BEST

Actual Business College

IN THE COUNTRY.

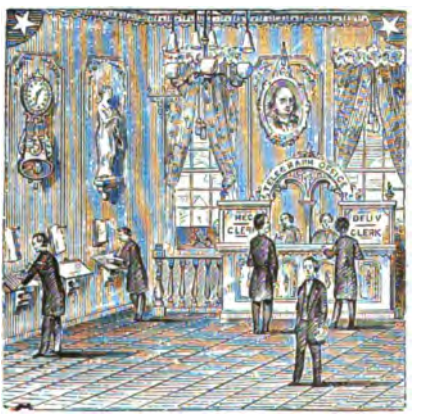
Established in 1852.

Incorporated in 1854.

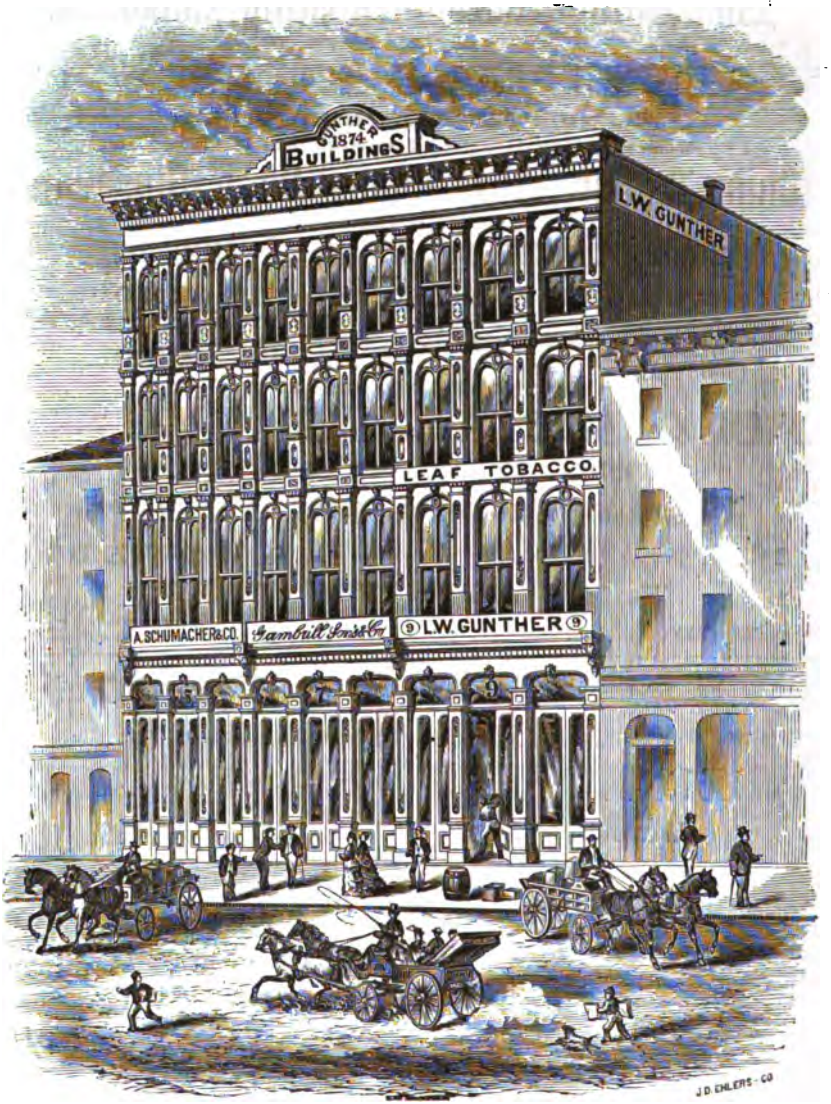
The only Incorporated Institution in the State PRACTICALLY INSTRUCTING, viz:

Commercial Book-Keepers, Mathematicians, Commercial Correspondents in our own and Foreign Languages, Business and Ornamental Penmen, Stenographers, Mechanical and Architectural Draughtsmen, Telegraph Operators, Commercial Shipping, Express and Railroad Accountants, and Landscape Gardeners.

PHONOGRAPHIC DEPARTMENT.



Receiving Office of Telegraphic Department.



L. W. GUNTHER,

TOBACCO and COTTON

Commission Merchant,

No. 9 SOUTH GAY STREET, BALTIMORE.

A COMPLETE FAMILY NEWSPAPER.

THE METHODIST,

Published at 114 Nassau Street, New York,

INDEPENDENT, FRATERNAL AND PROGRESSIVE.

DAVID H. WHEELER, D. D., Editor, H. W. DOUGLAS, Publishing Agent.

TERMS, $2.50 IN ADVANCE, POSTAGE, 20 CENTS ADDITIONAL.

THE METHODIST is a religious newspaper in the true broad sense of the term; though denominational in name and representing loyally the interests of the METHODIST EPISCOPAL CHURCH, it is unsectarian in spirit, inculcating true Christian charity and advocating FRATERNITY, not only between the various Methodisms, but also Evangelical Christians of every name.

The Publishers invite attention to a few of its leading features: — its Editorial pages are marked by able writing on the leading questions of the day, both religious and secular, with brief and pointed editorial paragraphs on minor topics; its correspondence, both home and foreign, is spicy and interesting; its Contributed Articles are able and interesting; its exposition of the "INTERNATIONAL BIBLE LESSON" has been pronounced the best published; its SERMON DEPARTMENT is especially attractive, far surpassing any journal we know of, furnishing a weekly sermon from representative preachers of the Methodist and other denominations, and are reported expressly for its columns. The CHILDREN'S DEPARTMENT is particularly rich and interesting, containing Fresh Stories, a Chat with the Little Folks, Choice Selections, Puzzles, Enigmas, etc. It publishes a Serial Story annually. It also furnishes news from the various branches of the great Methodist family and other denominations, together with interesting Miscellany, embracing Poems, Sketches, Incidents of Travel, etc. In short, the aim of its publishers is to make it in every respect a complete **RELIGIOUS AND LITERARY NEWSPAPER.**

It is edited with great ability by David H. Wheeler, D. D., late Professor of English Literature in the north-western University, at Evanston, Ills., who is an able writer, and who brings to his work ability, culture and experience.

THE METHODIST is one of the handsomest of the religious weeklies, it contains twenty pages every week, with leaves all shaved and backs gummed. It is truly national both in its spirit, character and circulation. It goes into every State in the Union, *it is therefore a First-Class Medium for Advertisers.* Its price is TWO DOLLARS AND FIFTY CENTS a year, with an *additional twenty cents* for yearly postage in all $2.70.

Those who prefer a specimen copy before subscribing, will receive one on receipt of a three cent postage stamp to prepay postage on same.

Good canvassing Agents wanted everywhere, to whom liberal commissions will be paid.

In remitting funds for subscriptions, send a Post Office Money Order or Registered Letter or Check. Address,

H. W. DOUGLAS, Publishing Agent of the Methodist,

114 NASSAU STREET, NEW YORK.

AUG. G. DAVIS. J. H. C. WATTS.

WATTS AND COMPANY,

Extensive Manufacturers, Importers and Dealers in

TELEGRAPH & ELECTRICAL INSTRUMENTS,

OF EVERY DESCRIPTION.

Registers, Combination Sets, Dial Instruments for Private Lines, Relays, Main Line Sounders, Galvanometers, Sounders, Box Relays and Sounders, Switch Boards, Keys, Plug Cut Outs, Gongs, Burglar Alarms, Medical Apparatus, Line Wire, Insulated Wire, Batteries, Chemicals, Tools, Poles, Pins, Insulators, Brackets, Manifold Paper, Register Paper, Battery Insulators, Baltimore Battery.

CUT OF ANNUNCIATOR.

Improved Learner's Instrument,

Complete, with Book of Instructions for Students to teach themselves.

OUR IMPROVED

Morse Register

is a great success. It is made either Self-Starting or otherwise, and is the best in the market.

BURGLAR ALARMS

AND

Private House Annunciators,

STABLE BELLS, Etc.,

IN GREAT VARIETY.

We manufacture in large quantities the world-renowned

Baltimore Gravity Battery,

which has no equal.

☞PRIVATE LINES, CONNECTING OFFICES and MANUFACTORIES, etc., constructed and maintained on Lease or Contract Plan. Dial and Printing Instruments used.

Best Galvanized and all other Wire

CONSTANTLY ON HAND.

☞We can Equip any Length of Line within twenty-four hours' notice.

MARYLAND
Life Insurance Company
OF BALTIMORE.

Assets (May 1st, 1876,) . . $950,000.

GEORGE P. THOMAS, Pres't.

BOARD OF DIRECTORS:

HAMILTON EASTER,	HUGH SISSON,	GEORGE H. MILLER,
ALLEN A. CHAPMAN,	HIRAM WOODS,	WILLIAM DEVRIES,
GEORGE P. THOMAS,	THOMAS CASSARD,	CHARLES WEBB.

A. K. FOARD, Secretary. T. W. MATTHEWS, Manager of Agencies.
CLAYTON C. HALL, Actuary. J. W. F. HANK, M. D. Medical Adviser.

[See page 254.]

F. P. STEVENS,

Attorney at Law,

No. 53 LEXINGTON ST.

Near Charles Street,

BALTIMORE.

J. Crawford Neilson,

ARCHITECT of ACADEMY of MUSIC and WESTERN MARYLAND RAILROAD COMPANY,

49 St. Paul St.

BALTIMORE.

ST. GEORGE'S HALL,

An English, Classical and Commercial

BOARDING SCHOOL FOR BOYS,

AT ELMWOOD STATION,

TWELVE MILES FROM BALTIMORE, ON WESTERN MARYLAND RAILROAD.

Professor JAMES C. KINEAR, A. M..... Principal.

Accommodation and advantages unsurpassed. POST OFFICE, 189 and 191 MADISON AVENUE, BALTIMORE.

[See article on Western Maryland Railroad.]

UNIVERSITY OF MARYLAND.

Hon. SEVERN TEACKLE WALLIS, LL. D., Provost.

FACULTY OF PHYSIC—1875-76.

NATHAN R. SMITH, M. D.,
President of the Faculty and Emeritus Professor of Surgery.

WM. E. A. AIKIN, M. D., LL. D.,
Professor of Chemistry and Pharmacy,
178 *W. Baltimore Street.*

GEORGE W. MILTENBERGER, M. D.,
Professor of Obstetrics,
S. E. cor. Eutaw and Monument Sts.

RICHARD MCSHERRY, M. D.,
Professor of Principles and Practice of Medicine,
189 *N. Howard Street.*

CHRISTOPHER JOHNSTON, M. D.,
Professor of Surgery,
82 *Franklin Street, cor. Park.*

SAMUEL C. CHEW, M. D.,
Professor of Materia Medica and Therapeutics, and Clinical Medicine,
141 *Lanvale Street.*

FRANK DONALDSON, M. D.,
Professor of Physiology and Hygiene, and Clinical Professor of Diseases of the Throat, Lungs and Heart,
112 *Park Avenue.*

WILLIAM T. HOWARD, M. D.,
Professor of Diseases of Women and Children, and Clinical Medicine,
181 *Madison Avenue.*

JULIAN J. CHISOLM, M. D.,
Professor of Ophthalmic and Aural Surgery,
55 *Franklin Street.*

FRANCIS T. MILES, M. D.,
Professor of Anatomy and Clinical Professor of Diseases of the Nervous System,
14 *Cathedral Street.*

L. MCLANE TIFFANY, M. D.,
Professor of Operative Surgery,
31 *Cathedral Street.*

J. E. MICHAEL, M. D.,
Demonstrator of Anatomy.

[See page 95.]

S. C. CHEW, M. D., Dean of the Faculty.

WASHINGTON UNIVERSITY

FACULTY—1875-76.

CHARLES W. CHANCELLOR, M. D.,
Emeritus Professor of Surgery and President of the Faculty.

JOSEPH E. CLAGETT, M. D.,
Professor of Obstetrics.

MARTIN P. SCOTT, M. D.,
Professor of the Diseases of Women and Children.

JOHN F. MONMONIER, M. D.,
Professor of Physiology.

JAMES E. LINDSAY, M. D.,
Professor of Chemistry.

ABRAM B. ARNOLD, M. D.,
Professor of the Principles and Practice of Medicine.

H. B. TRIST, M. D.,
Professor of Anatomy.

JOSEPH A. WHITE, M. D.,
Professor of Eye and Ear Diseases.

WILLIAM GREEN, M. D.,
Professor of Materia Medica and Therapeutics.

JOHN N. MONMONIER, M. D.,
Professor of Operative and Clinical Surgery.

ISHAM R. PAGE, M. D.,
Professor of Principles and Practice of Surgery.

GEORGE E. NELSON, A. M.,
Lecturer on Medical Jurisprudence.

J. H. HARTMAN, M. D.,
Lecturer on Diseases of the Throat and Chest.

JOHN P. VAN BIBBER, M. D.,
Clinical Lecturer on Neurology.

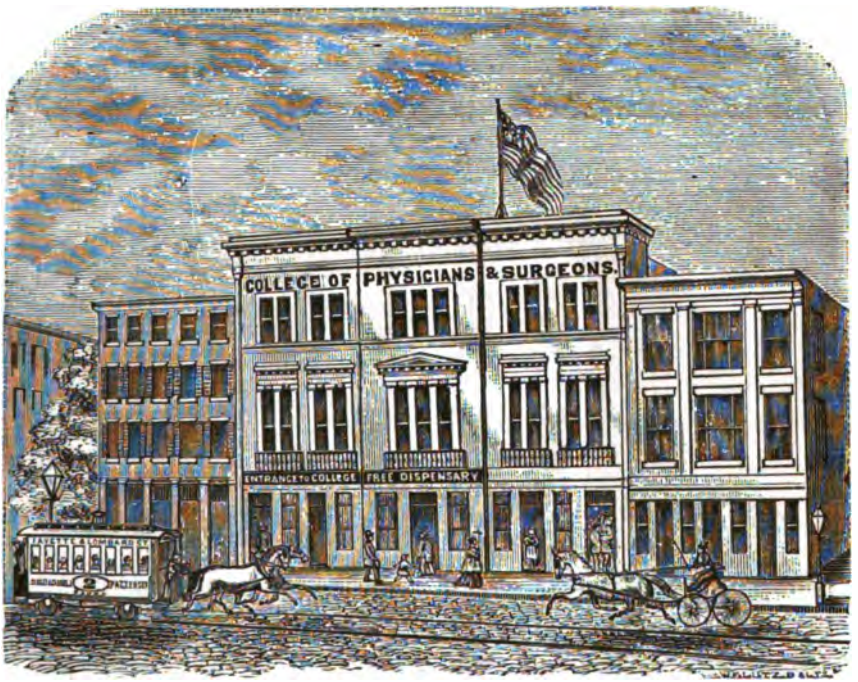
GEORGE B. REYNOLDS, M. D.,
Demonstrator of Anatomy.

[See page 96.]

J. E. LINDSAY, M. D., Dean of the Faculty

The COLLEGE OF PHYSICIANS and SURGEONS

OF BALTIMORE, MD



Hon. ROBERT GILMOR, President.

FACULTY OF PHYSIC.

EDWARD WARREN, M. D.,
Emeritus Professor of Surgery.

THOMAS OPIE, M. D.,
Professor of Obstetrics.

PETER GOOLRICK, M. D.,
Prof'r of Medical Jurisprudence and Toxicology.

JOHN S. LYNCH, M. D.,
Professor of Principles and Practice of Medicine.

E. LLOYD HOWARD, M. D.,
Professor of Chemistry.

THOMAS S. LATIMER, M. D.,
Professor of Physiology and Hygiene, and Clinical Professor of Diseases of Children.

AUGUSTUS F. ERICH, M. D.,
Professor of the Diseases of Women.

THOMAS R. BROWN, M. D.,
Professor of Clinical and Operative Surgery, and Diseases of the Genito-Urinary Organs.

AARON FRIEDENWALD, M. D.,
Professor of Diseases of the Eye and Ear.

CHARLES F. BEVAN, M. D.,
Professor of Anatomy.

ARCHIBALD ATKINSON, M. D.,
Professor of Materia Medica and Therapeutics.

OSCAR J. COSKERY, M. D.,
Professor of Principles and Practice of Surgery.

JAMES G. WILTSHIRE, M. D.,
Demonstrator of Anatomy.

SILAS W. HUNTER, M. D.,
Prosector, &c.

The regular Winter Session begins October 1st, and terminates the last of February. The MARYLAND LYING-IN ASYLUM (see page 432) affords Students of this College special advantages for the practical study of Obstetrics and Gynecology.

MEDICAL AND SURGICAL CLINICS are held daily at 12 M. at "The Clinic Hall."

For further information write for a Catalogue, or address

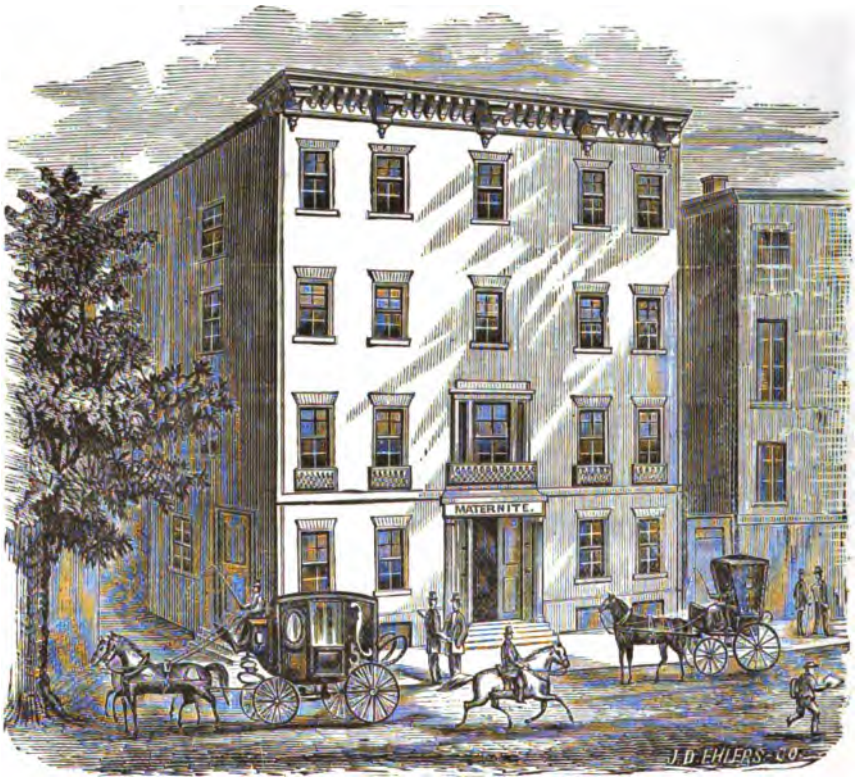
THOMAS OPIE, M. D., Dean.

MARYLAND LYING-IN ASYLUM,

No. 163 West Lombard Street,

BALTIMORE, MD.

Under the Exclusive Control of the College of Physicians and Surgeons.



MARYLAND LYING-IN ASYLUM.

This Institution is open for the reception of patients. Indigent Women of this City and State will be admitted for their confinement, and carefully attended by scientific Physicians and skilful nurses. Having been liberally aided by the Legislature, no cost nor pains have been spared to render it as perfect as possible in all its departments. The Public Wards are spacious, well warmed and ventilated, and are supplied with all the appliancees and conveniences which can conduce to the comfort of the parturient woman.

Board, attention by a member of the Faculty, Nursing and Medicines are given free of charge to all patients in the Public Wards.

Private Patients will be furnished rooms at from $8 to $12 per week, according to the size and location of the chamber.

For additional information apply to the Dean, or **WILLIAM RODES, M. D.,** RESIDENT PHYSICIAN.

THOMAS OPIE, M. D.,
Dean of the Faculty.

Baltimore College of Dental Surgery,

S. E. COR. EUTAW AND LEXINGTON STS.

Chartered by the Legislature of Maryland in 1839.

THE OLDEST DENTAL COLLEGE IN THE WORLD.

FACULTY.

FERD. J. S. GORGAS, A.M., M.D., D.D.S.,
Professor of Dental Surgery and Therapeutics.

HENRY REGINAL NOEL, M.D.,
Professor of Physiology and Pathology.

R. LLOYD HOWARD, A.M., M.D.,
Professor of Chemistry and Materia Medica.

JAMES H. HARRIS, M.D., D.D.S.,
Professor of Clinical Dentistry.

JAMES B. HODGKIN, A.M., D.D.S.,
Professor of Dental Mechanism.

THOMAS S. LATIMER, M.D.,
Professor of Anatomy.

JUDSON B. WOOD, D.D.S., M.D.,
Demonstrator of Operative Dentistry.

BASIL M. WILKINSON, D.D.S., M.D.
Demonstrator of Mechanical Dentistry.

JOHN C. UHLER, D.D.S., M.D.,
EDWARD F. WAYMAN, D.D.S., M.D.,
FRANK S. LEWIS, D.D.S.,
Assistant Demonstrators.

CHARLES F. BEVAN, M.D.,
Demonstrator of Anatomy.

The Annual Sessions commence in October of each year, and continue until the following March. The Summer Sessions commence April 1st, and continue until the last of June. The Infirmary is open during the entire year for Dental operations.

For further information address

F. J. S. GORGAS, D.D.S., M.D., Dean,

259 N. EUTAW STREET, BALTIMORE, MD.

ELISHA RIGGS.

[Moved to New York from Baltimore in 1824, and was a prominent Merchant in New York until his death in 1853.]

GEORGE PEABODY.

[See pages 38, 329, 330 and 331.]

RIGGS AND PEABODY,

Congress Hall, Market St., near Liberty,

Have received by the Dumfries from Liverpool, and New York Packets, an additional supply of seasonable Dry Goods, viz:

6 Cases assorted Bed Tickings,
10 Trunks Calicoes,
2 Cases Furniture Prints,
2 " Imitation Shawls,
1 " Scarlet Cassimere Shawls,
6 " Assorted Patent Threads, from No. 12 to 100,
2 Trunks Dog Skins and Beaver Gloves,
1 Case assorted Pearl and Glass Buttons,
3 " Cords and Velveteens,
2 " Levantines and Florantines—Black and other colors,
1 " Levantine Shawls,
3 " Linen Cambricks,
1 " Ostrich and Down Feathers,

Which, with a general assortment of British, French and Indian Goods, will be sold on moderate terms.

—*Taken from the Federal Republican and Baltimore Telegraph, Monday, Oct.* 27, 1817.

GEORGE PEABODY

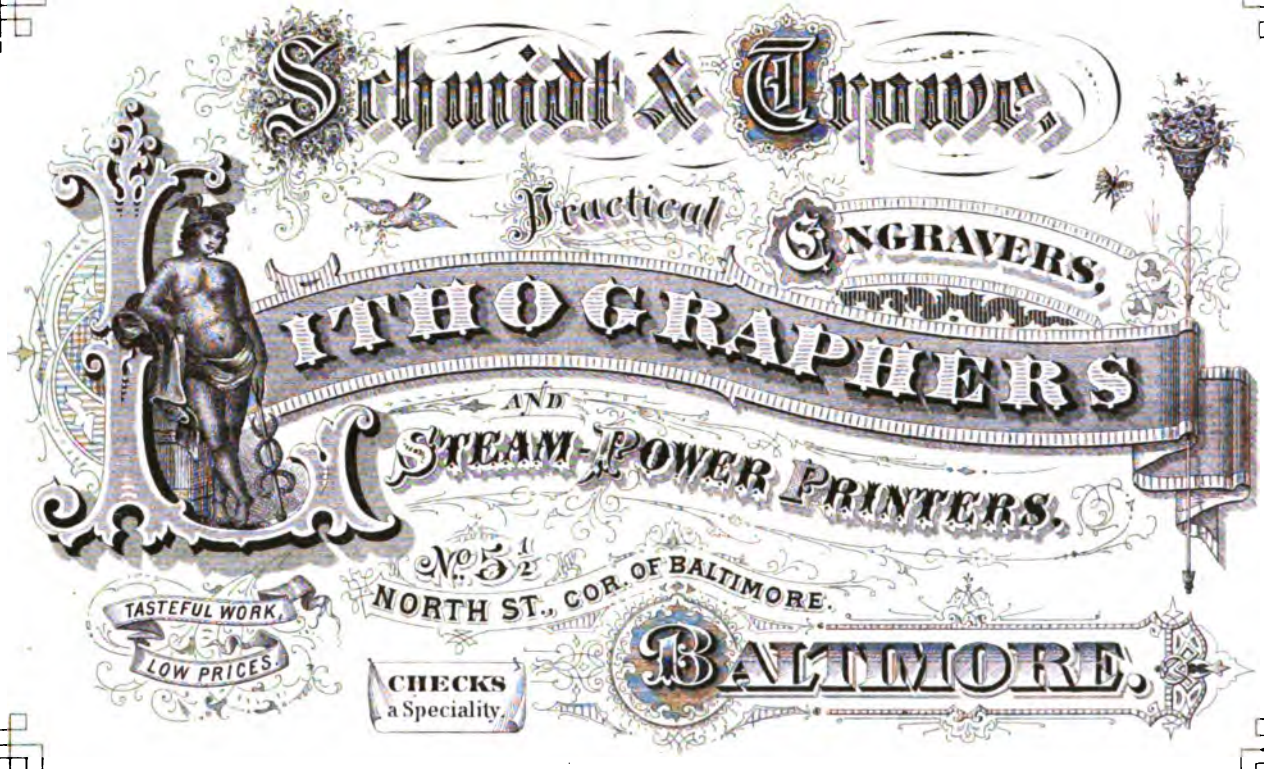
Died in London, England, November 4th, 1869, (aged 74 years, 9 months, 17 days,) was honored by a burial service in Westminster Abby, where a slab, commemorative of him, rests amidst those of the princes, heroes, statesmen and poets of the past. His remains were brought to Portland, Maine, in the "Monarch," turreted iron-clad, the finest vessel in the British Navy, by command of the Queen, and convoyed by an American and a French frigate.

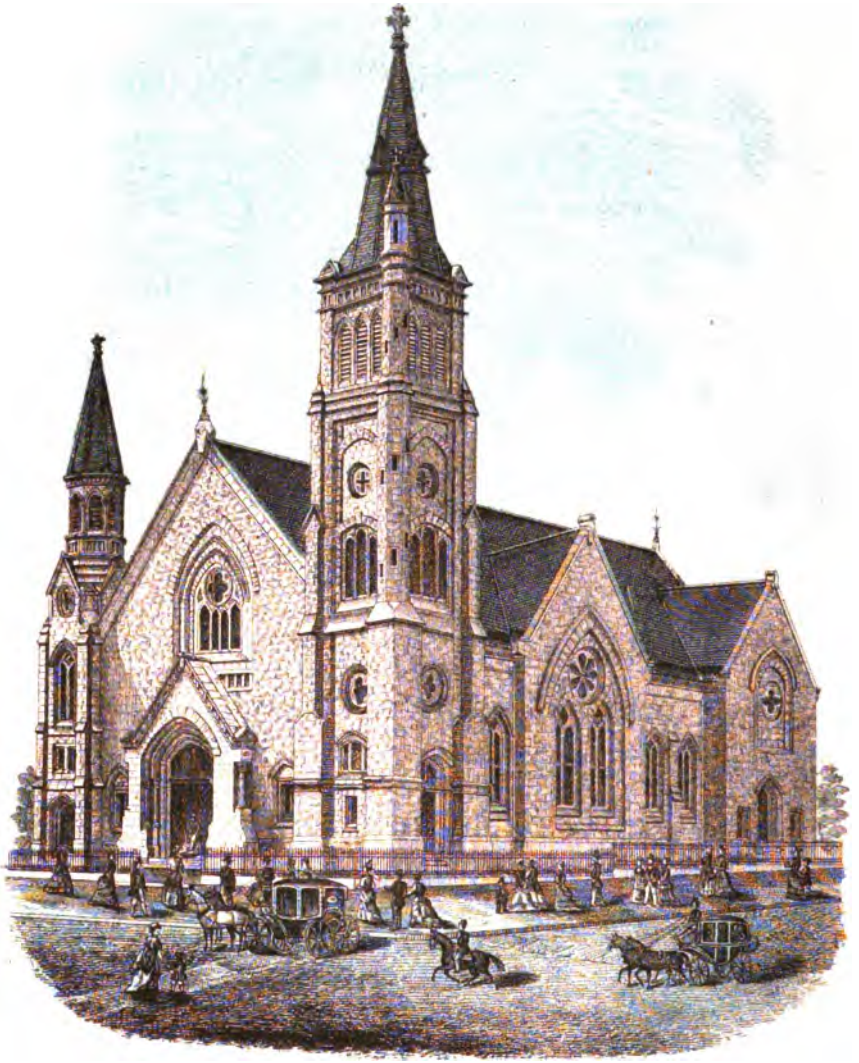
"They brought no crowned king;
Theirs was a holier trust:
They bore a treasure from afar,
A good man's sacred dust."

"Mourned by the rich he taught,
Mourned by the poor he fed,
Mourned by a race with whom he broke
A nobler food than bread."

Prince Arthur attended the remains from the harbor of Liverpool to that of Portland; and although an officer in the British Navy, he was present at the funeral in Danvers, dressed in a full suit of black.

England and America buried this citizen of two-fold nationality, and France looked on with sympathy at the funeral.


Schmidt & Trowe,
Practical
ENGRAVERS,
LITHOGRAPHERS
AND
STEAM-POWER PRINTERS,
No. 5½
NORTH ST., COR. OF BALTIMORE.
BALTIMORE.
TASTEFUL WORK,
LOW PRICES.
CHECKS
a Speciality.



The Brown Memorial Presbyterian Church.

BROWN MEMORIAL CHURCH.

On page 436 we give a handsome cut of Brown Memorial (Presbyterian) Church. It is built of Baltimore County Marble, in the gothic style, and is one of the most elegant church edifices in the city.

It was erected and completely furnished at the cost of one hundred and fifty thousand dollars, by Mrs. Isabella Brown, the widow of the late George Brown, Esq., of Alexander Brown & Sons, who, by her liberal benefactions and noble deeds has endeared herself to our citizens, and whose name is associated in the public mind with all that is true and elevated in religion and lovely in woman.

It is "in memoriam", of her husband, as expressed on a marble tablet in the rear of the pulpit. This is an appropriate monument to him who regarded religion as preeminent above all other things, and loved his church with all the ardor of his noble nature. It perpetuates his memory and extends the cause he supremely loved. This is a pleasing connection in which to refer to the financial house of which he was the head for many years. Alexander Brown, the father of William, George, John A. and James, emigrated to Baltimore with William the eldest son, from the North of Ireland in 1800. With a small capital he began to import Irish Linens, and gradually extended his business to general shipping and commission. In 1810, William went to Liverpool and with his brother James formed a house, which subsequently became Brown, Shipley & Co., a branch of which was created in London. This house soon attained great prominence and power, and William in consideration of his eminent commercial standing and his generous gifts to the people of Liverpool of a Free Library and Building, was made Baronet by the Queen in 1862. In 1811, Mr. Brown organized the firm of Alexander Brown & Sons in Baltimore. In 1818, John A. Brown founded the branch in Philadelphia, as John A. Brown & Co., and in 1825, James Brown established the house of Brown, Brothers & Co., in New York, of which he is still the head. These sons became eminent not only in financial affairs, but also in deeds of benevolence, expressed in the most comprehensive and effective forms. On the retirement of John A. Brown, in 1839, the Philadelphia house took the name of the New York, viz: Brown, Brothers & Co.

During the life of Alexander Brown, the Baltimore house was head-quarters for the others, and it was customary for the brothers to meet here and consult with their father on important matters connected with the operations of the house. Alexander Brown died 1834, and his death made a profound impression through the community, as he had sustained the highest position in public esteem, had exerted a grand influence, and contributed an invaluable part to the welfare as well as a commercial growth of the city. The spirit of the man towards his fellowman, was beautifully illustrated in a remark of his on the occasion of a financial panic. "No merchant in Baltimore should be allowed to fail, who can show he is solvent." His son George Brown having remained with him in the Baltimore house, succeeded him as the head, retaining the original name of Alexander Brown & Sons. He was one of the most valuable citizens Baltimore ever had. He was always foremost in all great and good enterprises. To his comprehensive views, his prophetic vision, his expansive enterprise, the city is greatly indebted for the Baltimore and Ohio Railroad and other important institutions which are now its pride and source of conmercial revenue. To the causes of humanity and christianity he not only gave liberally, but in them was an active worker. Among these the House of Refuge stands, an enduring and useful monument to his munificence and beneficence alike. The inscription on a marble shaft which was erected to his memory by the late Benjamin Deford who was associated with him in this and other benevolent works, well expresses his life. He

died in 1859, leaving a large fortune, a name universally honored and an influence which will never fade away.

The firm now consists of his son, George S. Brown, W. H. Graham and W. G. Bowdoin, which maintains the reputation and credit of the house, conducting it on the same principles of high honor and unbending rectitude. They have enlarged and improved their building, which as seen from the cut on page 412, is one of the finest structures on Baltimore street.

The house of Brown, Brothers & Co., sustains a like relation to the cities of New York and Philadelphia that Alexander Brown & Sons does to Baltimore, and it is an occasion of no little gratification, that from our city has sprung institutions which have so honorable a record, and exert the most important influences throughout the commercial world.

THE MONUMENT AT THE HOUSE OF REFUGE.

IN MEMORIAM.
GEORGE BROWN,
ONE OF THE FOUNDERS,
And until his death, the first President of this Institution.

In spirit eminently charitable; cautious in judgment, in action prudent; wise in council, and an earnest helper in all good works.

From his abundant means,
he bestowed his gifts
with an open hand and a cheerful heart,
living, he enjoyed
the consummation of his christian deeds;
dying, it was as a good steward
in humble trust of the Master's acceptance
and the peaceful hope of a
blissful immortality.

THIS STONE
may serve to recall his virtues;
his best monument
is this
House of Refuge.

"*Si monumentum quaeris circumspice.*"

"Faithful unto death."

"He delivered the poor that cried, and the fatherless and him that had no helper. The blessing of him that was ready to perish came upon him, and he caused the widow's heart to sing for joy."

Born in
County Antrim, Ireland,
April 4th, 1785;
A citizen of the United States,
1804.
Died in Baltimore,
August 26th, 1859.

This Monument
was erected by
Benjamin Deford,
one of the Managers of this Institution as a mark of esteem for the
memory of
a venerable colleague.

Dimensions—Height 15 feet.

THE ENVIRONS OF BALTIMORE.

The environs of Baltimore are very attractive, and this is especially the case to the north and west. The ground is beautifully rolling and rises into ridges of sufficient elevation to afford fine views of the surrounding country, the city and river. These features of configuration are very marked upon the line of the Harford Road, an avenue which runs out from about the centre of the city nearly a little east of north, and which crosses the Northern Boundary avenue, having a width of one hundred and fifty feet, and so laid out as to sweep around the city on the three sides not obstructed by the river. This fine avenue is destined to become a very attractive Boulevard, and when laid out in broad walks and roadways, and planted with trees, will afford one of the most splendid drives in the country. Beyond this point the road rises, until some ten miles out it reaches the Gunpowder River and a height of over four hundred feet above tide-water. About two miles from the city lies Clifton, the estate comprising some four hundred and eighty acres, which was devised by the late Johns Hopkins for the great university, the buildings of which, will be there erected. The grounds not required for this use, will, it is understood, be tastefully laid out and devoted to the purposes of a Park. As the university project is in the hands of a Board of Trustees, composed of some of our most intelligent citizens, who will have command of very ample means, we are confident of great results, both of an educational and local value. Facing this property and running northwardly lies the splendid estate of Mr. John W. Garrett of over a thousand acres, and beyond, on the left of the pike, hundreds of workmen are already busy with the excavations for Lake Montebello, for which the City in connection with one of its water supplies, has recently acquired about eighty acres at the cost of a thousand dollars per acre. This will be a very beautiful improvement and will no doubt enhance the value of adjoining property, as well as, add greatly to the picturesque beauty of the neighborhood. We learn that a broad drive will surround this Lake, and as this will be reached by two already popular roads leading from the city, distant less than three miles; as well as a Passenger Railway, and

will later be connected directly with Druid Hill Park by a projected avenue of a hundred feet wide; it would seem evident, that many important improvements must follow on this suburban line, facing the lower end of the Lake, and running along Herring Run an affluent of the Patapsco River, is the property of the Hon. J. Morrison Harris, and beyond, the lands belonging to the estate of the late Col. Hall. Beyond the Run the ground continues to rise, and is thickly settled and handsomely improved with the country-seats of many of our most prominent citizens. We have given this detailed description of one of our suburbs, because it offers a number of salient features, but we could justly point with pride to the attractions presented in other directions also, did our space permit.

RANSTEAD'S IMPROVEMENTS AT SPRING GARDENS.

Among the most important improvements now being made in Baltimore is that of Mr. Charles Ranstead.

He purchased of the late James Carroll, the land lying between the Baltimore and Ohio Railroad and Middle Branch of Patapsco River. A large portion of it is admirably situated for business purposes, having perfect facilities by Rail and Water for shipping.

Mr. Ranstead perceiving the prospective value and possibilities of this property as a point for shipping and manufactures, with great energy and expense, has begun to work a transformation there, which is already astonishing.

Where once were only bayous and marshes, are now Wharves, Docks, Squares and Streets. He has built a Bridge over the three pronged branch on the bed of Warner street, and has dredged channels to connect his docks and wharves with the dredged channel of the Middle Branch. This main channel was dredged by the city to a width of 200 feet and depth of 16 feet, and should the improvements in the Middle Branch as recommended in the Port Warden's annual report for 1875, and in the inaugural address of Mayor Latrobe, be carried out, this will constitute one of the most accessible and desirable parts of the harbor of Baltimore.

Bayard street now being graded from Washington Avenue to the head of a dock 100 feet wide and 600 feet long, affords direct communication with the North Western section of the city.

Already some most important enterprises have been established on the premises, such as Swindell Brother's Glass Factory, Biemiller's Ice Houses and others.

Mr. Ranstead's determination is to make this one of the great shipping points of the city, being near to its centre from east to west, and no place offers better inducements to shippers and manufacturers.

Many of the largest industries are situated around and contiguous to the property, which fact, is an indication of the importance of the locality.

THE STEAM MARBLE WORKS

Of Messrs. Hugh Sisson & Son, whose card is on page 242, is one of the important industries of Baltimore, and among the most extensive in the country. They merit special mention in this work as illustrative of our enterprise and advance in the mechanical arts.

Mr. Sisson has for more than twenty-five years been developing this great business, and has come to be recognized at the head of the industry in the United States. Early

perceiving the superiority of our Baltimore County Marble for building and ornamental purposes, he began to utilize it, and established his Steam Marble Works, where he employs a large number of skilled workmen, and has prepared the marble work of some of the most important public buildings and business houses in the city, among which we briefly mention: the ornamental and interior work of the City Hall, Franklin Bank, Alexander Brown & Sons' New Banking House, the Counters and inside work of the Custom House, New Safe Deposit Building, Carrollton Hotel, and the Altars and Pulpits of many Churches, the Doorways, Caps and all the interior marble work of the State House of South Carolina, at Columbia, a portion of which was destroyed at the close of the late war.

Possessing every facility in handling and securing the Native and Foreign Marbles, and employing only the most efficient and skilled artisans, they turn out the most perfect and beautiful work.

There was added years ago, what may be termed the department of Art, and their Salesroom in the Rinehart Building, 140 west Baltimore Street, is indeed an Art Gallery. Here every floor is suitably arranged with specimens of exquisite workmanship, of their own and foreign manufacture, Mantels, Monuments, Vases, Tessalated Slabs, Statuary, &c., &c. They make a speciality of their importations which are of the finest sculpture out of Carrara, Sienna, Broccadillo and other Marbles. Among these may be specially mentioned, "Hope," "Remembrance," "the Angel of Peace," "the Sleeping Child," "the Virgin of the Sacred Heart," and "Grief." The Busts are numerous. The salesrooms are among the most attractive places in Baltimore, which should be a favorite resort for all lovers of art.

On January 1st, 1876, Mr. Sisson associated his son, Hugh Sisson, Jr., with him, and the firm is known as Hugh Sisson & Son.

We do not hesitate to claim for them a position in the front rank of this great and important branch of industry. They cannot be surpassed for the quality of work, or the reasonablness of prices, They successfully compete with the great works of New York, and supply largely northern demand. Their reputation has extended into those very sections once controlled by the great dealers of New York and Philadelphia. Mr Sisson is one of our business men, who by his untiring industry and liberal enterprise has contributed so greatly to give us our well earned title, *The Monumental City*, and with pleasure we make this special reference to his establishment

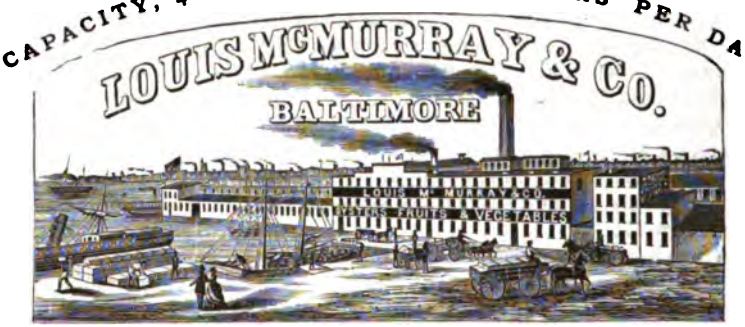
---

Messrs. POOLE & HUNT'S

Union Machine Shops at Woodberry, are among the most celebrated in the country and are specially prominent in one of the leading industries of Baltimore. Their business career began 25 years ago, and they have displayed an energy and attained a success equalled by few. The premises comprise twenty acres of ground on which are the Iron Foundry, Pattern and Machine Shops, Melting House, Brass Foundry, Storage Lofts, &c. The working force is about four hundred hands. Their facilities for making all kinds of machines from a chisel to a locomotive, are not surpassed in the country. Specimens of their work are seen in the iron columns supporting the Dome of the Capitol at Washington and Custom House in New Orleans. They have made several Metal Lighthouses. Their specialty is LEFFEL'S TURBINE WATER-WHEEL, more than seven thousand of which are now in use, it is the best Water-Wheel extant. The Union Works of Messrs. Poole & Hunt have contributed most largely to the growth and manufacturing importance of Baltimore. [*See page* 207.]

ESTABLISHED 1852.

CAPACITY, 4000 BUSHELS OF OYSTERS PER DAY.



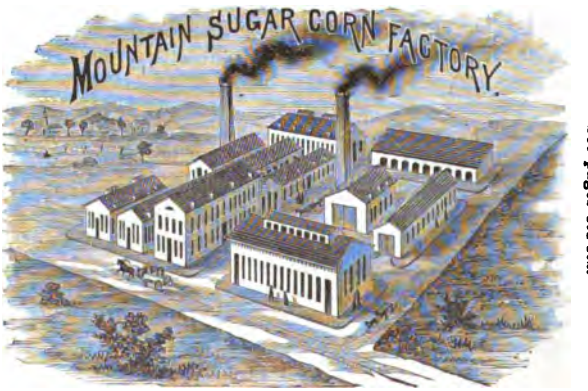
Nos. 1, 3, 5 and 7 CROSS STREET.

PACKERS OF FINE QUALITY

TRADE MARK.

LARGEST CORN FACTORY IN THE WORLD!

CAPACITY, 75,000 Cans per Day.



L. McMURRAY, Frederick City, Md.

See pages 101-102.

IN THE OYSTER, FRUIT AND VEGETABLE

Interest of Baltimore, our enterprising citizen Mr. Louis McMurray, may be regarded as one of the pioneers. He has wrought up through a long series of years of steady, persistent enterprise an immense business, which is not only creditable to him, but of exceeding importance to our city and State. His mammoth Packing House in this city is situated on the Basin, where it has the most convenient arrangements for receiving and shipping at the lowest cost to the consumer.

He is the proprietor of the Mountain Sugar Corn Factory, established at Frederick City, one of the most complete in all its appointments, and the largest in the world, having a capacity for 75,000 cans per day. He cultivates in Frederick County about 1200 acres, capable of producing 1,500,000 cans of corn annually. Mr. McMurray has thoroughly systematized his business in the factory and field, and gives personal attention to every department, so that he safely guarantees every can of Oysters, Fruits and Vegetables which goes out from his establishment.

BARTLETT, ROBBINS & CO'S

Architectural Iron Works, to which we have at length referred on pages 214 and 215, have contributed as much as any industry to adorn our own city and give us a reputation abroad. We are pleased to record, that during the present unprecedented financial depression, they have erected many large and elegant Iron Buildings, among which we mention as especially deserving of praise, Hamilton Easter & Son's new addition to their grand marble store on Baltimore street, and their Iron structure on German street, Enoch Pratt's stores on the corner Charles and Baltimore streets, L. W. Gunther's warehouses on Gay near Baltimore, J. J. Thomsen's Drug House for Thomsen & Muth on German near Hanover, and the New American Building, one of the finest edifices in the United States. These buildings are all built on a grand scale and have introduced a new era in the architecture and structure of business houses.

This firm also built the stairway and the partition screen of the New Post Office in New York, the screen being 1000 feet long: also, put up the heating and ventilating apparatus of the General Post Office, the New State Department and New Jail in Washington city. Thus they have a national reputation, and we can safely say that for facilities in constructing and furnishing Iron Buildings, they are not surpassed if equalled in the United States.

JAPANNED WARE.

Until recently the manufacture of Japanned Ware was confined to the North, and our dealers were compelled to purchase abroad. In the year 1872, Messrs. MATTHAI, INGRAM & Co. introduced in our city this branch of manufacture, and by the employment of skilled workmen and extreme care to make goods of the first quality, have succeeded in establishing here one of the best factories in the United States, the only one south of Philadelphia, which now commands not only the local and Southern trade, but is supplying to a large extent the Northern and Eastern markets, where the older factories are located. This is due to the enterprise of the firm and the superiority of their goods. They are very careful in the selection of material and use the most tasteful designs in ornamentation.

It is a matter for congratulation that in this important branch of industry Baltimore has in so short a time attained a reputation over that of other cities, and we accord to the above mentioned House its meed of praise for contributing so large a share in producing it.

MATTHAI, INGRAM & CO.

MANUFACTURERS OF

Japanned, Plain and Stamped

TIN WARES

AND

Jobbers in House Furnishing Goods,

52 N. Howard Street,

BALTIMORE.

☞ Special attention given to the manufacture of GROCERS' TIN-WARE, ORNAMENTAL CANISTERS, and general furnishing supplies.

HOTELS.

THE CARROLLTON, R. B. Coleman & Co.

See Page 252.

R. B. COLEMAN. A. G. SMITH.

GUY'S MONUMENT HOUSE, S. C. Little.

See Pages 251 and 253.

Mansion House Hotel, I. Albertson.

See Page 253.

RENNERT HOUSE,

ON EUROPEAN PLAN,

FAYETTE STREET,

NEAR MONUMENT SQUARE,

BALTIMORE.

ROBERT RENNERT, Proprietor.

HOWARD HOUSE,

Howard and Baltimore Streets,

BALTIMORE,

ACCOMMODATES THREE HUNDRED GUESTS.

Terms, $2.50 Per Day.

JUDD & ALLEN.

BARNUM'S CITY HOTEL,

MONUMENT SQUARE.

BARNUM & CO.

ATLANTIC HOTEL,

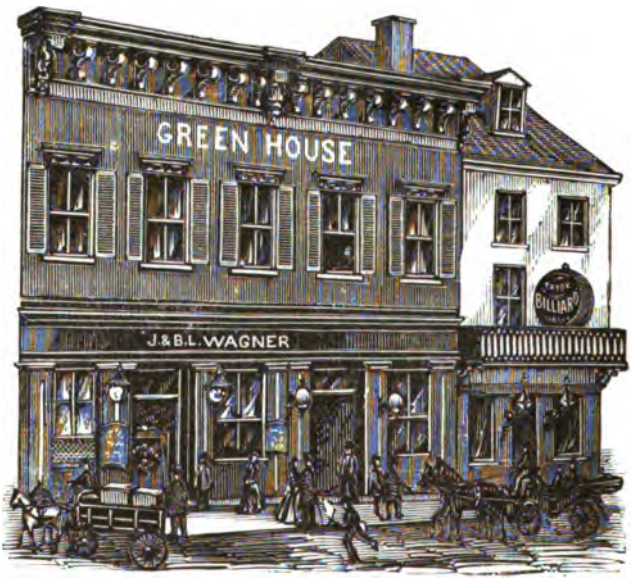
NORFOLK, VA.

R. S. DODSON,

PROPRIETOR.

Fine resort for both Summer and Winter—within 6 miles of Atlantic Ocean—Fishing and Hunting unsurpassed.

Board, $2.50 and $3.00 per day, and liberal arrangements for Parties by the week or month.



WAGNER'S

GREEN HOUSE RESTAURANT & BILLIARD PARLORS,

186, 188 and 190 WEST PRATT STREET.

The oldest and most extensive in Baltimore. Is conveniently located for business men, especially for travellers stopping for a few hours in the city.

The POPULAR RESORT of gentlemen from the counties, and visitors by steamboat or rail. The BAR is supplied with all kinds of LIQUORS, and the TABLE furnished with every delicacy

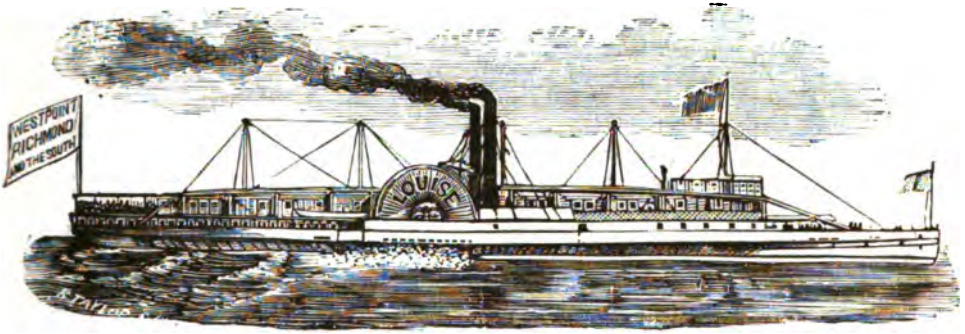
BIRDS, GAME, FISH, FRUITS AND VEGETABLES.

Prices Moderate, and Entire Satisfaction Given to Guests.

J. & B. L. WAGNER, Proprietors.

BALTIMORE, WEST POINT AND RICHMOND!

RICHMOND AND YORK RIVER LINE.



One of the Following Magnificent Steamers,

"LOUISE," "HAVANA," "SUE,"

Leaves Pier 10, Light St., Baltimore, Tuesday, Thursday and Saturday, at 4 P. M.,

Connecting at West Point early next morning with RICHMOND, YORK RIVER AND CHESAPEAKE R. R.

FOR RICHMOND!

And with PIEDMONT AIR-LINE R. W. and CHESAPEAKE AND OHIO R. R., for all Points in the **SOUTH AND SOUTHWEST AND VIRGINIA SPRINGS.**

Richmond, York River and Chesapeake Railroad.

	Miles.	PASSENGER.
Lve..BOSTON (via Rail).....		9 00 P. M.
" BOSTON (via Sound).....		5 30 P. M.
" NEW YORK (via Penna. R. R.)		9 25 A M.
" PHILADELPHIA (P W. & B.)..		12 10 NOON.
" BALTIMORE1 (via Steamer)...		4 00 P. M.
" WEST POINT2.....	0	‡8 30 A. M.
" Sweet Haul.....	7	8 53 "
" Fish Haul.....	12	9 08 "
" White House.....	14	9 15 "
" Tunstall's	18	9 27 "
" Summit.....	23	9 42 "
" Dispatch.....	25	9 49 "
" Fair Oaks.....	31	10 10 "
Arr..RICHMOND3.....	38	10 30 A. M.
Lve..RICHMOND (Piedm't Air-Line)		1 10 P. M.
Arr..CHARLOTTE (Pied't Air-Line)		2 10 A. M.
" AUGUSTA (Char. Col. & Aug.)		8 30 A. M.
" CHARLESTON (Sou. Car. R. R.)		4 45 A M.
" SAVANNAH (Cen R. R. of Ga.)		7 00 A. M.
" ATLANTA (Atl. & R. Air-Line)		1 30 P. M.
" MONTGOMERY (W. Ala. R. R.)		9 30 P. M.
" MOBILE (Mob. & Mont. R. R.)		4 10 A. M.
Arr..NEW ORLEANS (N. O. & Mob.)		10 00 A. M.

(RICHMOND TIME.)	Miles.	PASSENGER.
Lve..NEW ORLEANS (N O. & Mob.)		5 00 P. M.
" MOBILE (Mob. & Mont. R. R.)		11 30 P. M.
" MONTGOMERY (West Ala.)....		7 00 A. M.
" ATLANTA (Atl & R. Air-Line)		3 00 P. M.
" SAVANNAH (Cen R. R. of Ga.)		9 15 A. M.
" CHARLESTON (Sou Car. R. R.)		9 15 A. M.
" AUGUSTA (Char. Col. & Aug.)		4 15 P. M
" CHARLOTTE (Pied't Air-Line)		2 10 A. M.
Arr..RICHMOND (Piedm't Air-Line)		3 00 P. M.
Lve..RICHMOND3	0	†3 00 P. M.
" Fair Oaks.....	7	3 18 "
" Dispatch.....	13	3 37 "
" Summit.....	15	3 43 "
" Tunstall's	20	3 58 "
" White House.....	24	4 09 "
" Fish Haul.....	26	4 16 "
" Sweet Haul.....	31	4 32 "
Arr..WEST POINT2.....	38	5 00 P. M.
" BALTIMORE (via Steamer)....		7 00 A. M
" PHILADELPHIA (P. W. & B.)..		1 20 P. M
" NEW YORK (via Penna. R. R.)		4 10 P. M.
" BOSTON (via Rail).....		6 15 A. M.
Arr..BOSTON (via Sound).....		6 00 A. M.

CONNECTIONS.—1 With Railroads diverging. 2 With Steamers for Baltimore. 3 With Piedmont Air-Line; Richmond, Fredericksburg and Potomac; Richmond and Petersburg; Chesapeake and Ohio Railroads. ‡ Daily, except Monday. † Daily, except Sunday.

TRANSFER COACHES in Attendance at Depot on Arrival of Trains.

E. S. BURROWS, Pres't, *Albion, N. Y.* THOS. CLYDE, V. Pres., *Philadelphia.* H. T. DOUGLAS, Supt. W. B. SMITH, Treas.

S. T. DeFORD, Jr., Gen. Pass. Agt. REUBEN FOSTER, Gen. Manager, Baltimore, Md.

General Offices, . . RICHMOND, VIRGINIA.

THE NORTHERN CENTRAL RAILWAY.

Having given on pages 291-300 an extended, illustrated description of this grand corporation, in which its importance and valuable relations to Baltimore were shown, we refer to it again in view of the new developments in its recent history, and the great enterprises that it has undertaken, which will contribute even more largely to our growth and importance as a commercial and manufacturing city.

The Extensive Workshops of the Company have been established here, which are, among the most complete in the country, and employ hundreds of hands, and maintain a large number of families, that otherwise might be in idleness and destitution.

The Company has erected an elegant building on the corner of Calvert and Centre streets, for the accommodation of its offices, which in point of style and proportion, is one of the handsomest in our city, built by the enterprising firm of Messrs. S. H. & J. F. Adams.

Large purchases of Real Estate have been made on Monument, Madison, North and Buren Streets, and on the Falls, which are being improved with Depots and Tracks; thus the Company is adding largely to the taxable basis of the city. These purchases and improvements will amount to about $700.000. This is independent of its improvements at Canton, the value and results of which, to the city, cannot be estimated. These consist of extensive Grain Elevators, Freight Sheds, Wharves, Warehouses, Docks, Trestle Piers for Coal, and every possible facility for shipment and transfer of all kinds of freight. There will also be Special Warehouses to be used exclusively for Coffee, Sugar and Flour.

By the arrangements made with the Western Maryland Railroad, the Company secures the great and growing traffic of that road, especially in Cumberland and other soft coals, and in connection with the Union Railroad through the Union Tunnel, gives us at Canton, terminal facilities to which nothing in the other Atlantic Cities can compare.

The citizens of Baltimore and Maryland cannot too highly esteem this Road, which sustains such relations to their City and State, and closely connects them with the greatest and richest sections of the country, and has added incalculably to their solid wealth and commercial prominence. The success of this road means the welfare of Baltimore. The prosperity of the one is identical with that of the other.

At the last election the following officers were chosen, who constitute its present efficient administration:

President, THOMAS A. SCOTT; Vice President, A. J. CASSATT; Secretary, ROBERT S. HOLLINS; Treasurer, JOHN S. LEIB, Auditor, JOHN CROWE; General Counsel, WAYNE MCVEAGH; General Manager, FRANK THOMSON.

THE BALTIMORE AND POTOMAC RAILROAD

Forms with the Northern Central Railway a main trunk line between the South and the North West and North. Under the efficient management of its administration great improvements have been made, and arrangements perfected, whereby it is a most desirable route of travel. The NEW SIXTH STREET DEPOT in Washington City, (built by S. H. & J. F. Adams, of our city, on whom it reflects great credit,) is an evidence of the prosperity and popularity of the Road, and of the purpose of its managers to consider the comfort and convenience of the travelling public. It is built of pressed brick and free stone, and is a very handsome specimen of the Renaissance in architecture, possessing

some novel and pleasing features, and is one of the ornaments of Washington. The interior arrangements are complete, comprising large sitting rooms for ladies and gentlemen, a spacious and pleasant restaurant and dining rooms. The Ladies' Parlor is handsomely furnished and conveniently situated, both to the street and cars. The main saloon is very large and airy, with perfect ventilation, being, as it were, an inside court with handsome galleries on each floor, upon which the offices and rooms of the Company open.

The entrance to the cars and platforms are protected from the weather, and the police regulations are most perfect, so that this may be considered as to the building itself and all of its appointments and management, a Model Depot.

Its nearness to all of the principal hotels, public buildings and lines of city railways, makes it most convenient and desirable, and proves the wisdom and foresight which located it there.

CANTON COMPANY.

The account given on pages 281–285 of Canton is most authentic and complete, and forcibly presents the immense importance which it and its allied interests sustain to Baltimore.

The CANTON COMPANY, who originated this great enterprise, and during long years of undaunted energy and patient waiting, developed it to its present proportions, deserves the gratitude and praise of all Baltimoreans who desire the advancement of their city. Early prospecting the growth and possibilities of Baltimore as a manufacturing and commercial city, the company selected that section so admirably adapted to manufactures and shipping; and by affording the greatest facilities, encouraging enterprise, and liberally providing for the accommodation of the industrial class, it has, in the face of gigantic competition at home and elsewhere, constituted Canton one of the greatest business localities in the United States. We do not propose traversing the same ground as in our former article, but only to make prominent mention of this company as suggested to our own mind by the last annual report of the President and Directors.

As a report of operations during a year of unprecedented commercial depression, it must be very gratifying and assuring to the stockholders. There is scarcely a financial corporation in the country which has not materially suffered from the general distress, either in the falling off of demand or shrinkage of values; especially has this been the case with real estate corporations and investments, and railway interests. Yet, the prosperity of the Canton Company has been maintained, though its capital consists most largely in real estate. It has always pursued the most judicious course, never having established prices that were either speculative or excessive. The policy has ever been to sell at prices which would encourage investment, either for homes or business purposes, and yet be fairly remunerative to the company. Thus proceeding only on a real and legitimate basis in its operations, its landed estate has not been subject to fluctuations which obtain in ordinary real estate investments; and there has been even during these untoward times no decline in prices. Indeed on account of increased railroad and terminal facilities much of the property has appreciated in value. A number of leases has been effected for manufacturing purposes, which will greatly add to the population as well as the capital employed.

We gather from the report that by the sale of certain ground rents to the Trustees of the Union Railroad Company, a considerable portion of the bonded debt has been redeemed and cancelled. The income of the company was increased over that of the previous year and the expenses reduced over $18,000.00.

The receipts for the year ending May 31, 1876, are in excess of those of any year since 1870, while the expenses have been materially diminished, leaving a large cash balance.

For the security of the debt, the Company has its large landed estate consisting of 18,000 building lots and 900 acres of farm and wood land, and over three miles of water front on the deep water of the harbor, and other valuable securities, such as the Union Railroad, &c., of nearly $3,500,000.

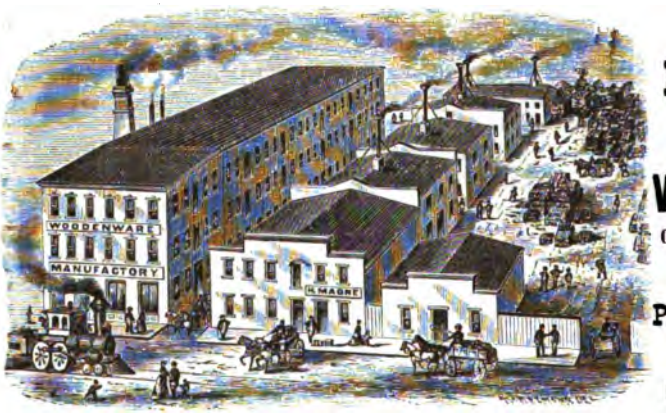
The proposed extension of Patterson Park eastward, in view of which the Directors have made the liberal offer of 9½ acres, will greatly enhance the value of the lots in that portion of the property.

The improvements begun by the Northern Central Railway Company, in the way of wharves, warehouses, elevators and other shipping and terminal facilities, will greatly increase the receipts of grain and other commodities from this country and from Europe.

This brief survey of the condition and prospects of the company must convince all, of its strength and importance, and the substantial character of its property and stock. With its past record of able and judicious management, and the character and standing of its present Officers and Board, it needs nothing more to commend it to capital seeking investment, either in real estate or industrial enterprises.

Officers—CHAS. J. BAKER, President; GEO. S. BROWN, Vice President; W. W. JANNEY, Secretary and Treasurer.

Directors—CHAS. J. BAKER, GEO. S. BROWN, WM. G. HARRISON, CHAS. WEBER, S. SPRIGG BELT, of Baltimore; ABM. B. BAYLIS, WM. MERTENS, JAS. B. COLGATE, GEO. F. STONE, of New York City.



Established 1845.

H. MAGNE,

Manufacturer of

CEDAR Wood Ware,

of every description.

NEST TUBS, PAILS, BUCKETS, CHURNS,

Measures, &c.

Nos. 408 to 418 W. PRATT ST., BALTIMORE.

BENJAMIN RUSSELL,

Manufacturer and Wholesale Dealer in

BOOTS AND SHOES,

Nos. 16 and 18 South Howard Street,

NEW BUILDING.

BALTIMORE.

See Pages 161, 162 and 165.

THE SAFE DEPOSIT AND TRUST COMPANY
OF BALTIMORE,
Chartered by the Legislature of Maryland,

FOR THE

SAFE KEEPING OF VALUABLES,

AND THE

Renting of Safes in their Burglar Proof Vaults, in the New and Elegant Fire Proof Building, erected by the Company on SOUTH STREET, BALTIMORE, with Special Authority to act as Executors, Administrators, Guardian and Trustee of Estates or of Individuals.

The great advantages to be derived from having a Corporation for TRUSTEE, especially of Estates, are so numerous and so apparent, that it is not necessary to enlarge upon them here, as all parties interested will upon application at the office of the Company, have the matter fully explained.

DIRECTORS.

B. F. NEWCOMER, ROBERT LEHR, S. M. SHOEMAKER, H. S. SHRYOCK,
F. T. KING, W. T. WALTERS, R. T. BALDWIN.

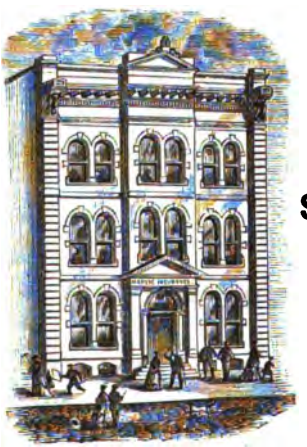
B. F. NEWCOMER, PRES'T, ROBERT LEHR, V. PRES'T, W. A. WISONG. SEC'Y AND TREAS'R.

See page 265.

BENJ'N F. BENNETT,

NORTH CHARLES STREET.

CONTRACTOR AND BUILDER,



SECOND STREET.

No. 44

S. HOWARD STREET,

BALTIMORE.

BALTIMORE STREET.

BUILDER OF

Mt. Vernon Place M. E. Church, see page 66; Academy of Music, page 332, and Home of the Aged of the M. E. Church, page 53.

GEORGE J. ZIMMERMAN,

ARCHITECT, BUILDER,

AND

General Superintendent,

169 W. BIDDLE STREET,

BALTIMORE.

DAVID CARSON & SON,

Contractors and Builders,

Office at Carson & Co.

LUMBER DEALERS,

Park and Biddle Streets,

See pages 188-9.

BALTIMORE.

YOUNG O. WILSON,

BRICK MANUFACTURER,

BEST QUALITY OF

DUST AND SAND PRESSED,

Dressed Sand and Hand Made Common Brick,

YARDS—Washington Road. OFFICE—No. 1 North Paca Street,

REAR OF PEOPLE'S BANK, BALTIMORE.

☞All orders will receive prompt attention.

See pages 248-9.

J. W. STALLINGS. *B. F. BENNETT.*

J. W. STALLINGS & CO.

MANUFACTURERS OF

HAND MADE BRICKS,

Dust, Sand, Hand Made, Pressed and Common Brick,

OF ALL DESCRIPTIONS,

SECOND YARD SOUTH SIDE WASHINGTON ROAD,

OFFICE, 44 S. HOWARD STREET,

☞All Orders Promptly Executed.

BALTIMORE.

WM. H. PITCHER. J. REESE PITCHER.

WM. H. PITCHER & SON,

BRICK MANUFACTURERS,

BEST QUALITY OF

Dust and Sand Pressed, Dressed Sand and Hand Made

COMMON BRICK,

YARDS—WASHINGTON ROAD,

Office—No. 4 South Paca Street, Second Door from Baltimore.

See pages 248-9. **ALL ORDERS WILL RECEIVE PROMPT ATTENTION.**

THE HOUSE OF ROBERT LAWSON & CO.

No. 277 W. Baltimore street, (see page 167,) is one of those characteristic establishments which have given Baltimore prominence among the great manufacturing cities of America. The senior Mr. Robert Lawson through a period of more than thirty years, by indomitable enterprise, has, against the powerful competition of northern manufacturers, built up his house which is now one of the first in the trade.

They manufacture Saddles, Harness, Trunks, and import and sell Saddlery Hardware, Whips, Horse-blankets and all goods pertaining to their department. They have three establishments in the city—the Factory No. 16 McClellan's Alley, Warehouse 16 S. Sharp Street, and the Sales and Warerooms 277 W. Baltimore street.

The Factory is the largest and most complete South of New York. It is supplied with the most improved machinery and employs a large number of skilled workmen.

The cellar and first two floors are devoted to the manufacture of Trunks of every description, the best material being employed, and in style and durability they cannot be surpassed by those of any factory North. The upper stories comprise the Harness and Saddlery Factory—this department has attained a wide reputation. The very best of leather is used and the finish of the work is of the highest order. The display of stock in their Warerooms is very attractive.

The House may well be congratulated on its success and untarnished reputation, and we take pride in citing it as one of the signal instances of the result of untiring industry and honorable dealing.

277 W. Baltimore Street. See page 167.

Established A. D. 1854.

Baltimore Collar Factory.

COLLARS FOR GALLED NECKS

A SPECIALTY.

ESTABLISHED 1857.

THOMAS SHANKS,

PRACTICAL MACHINIST,

DEALER IN

New and Second Hand Machines, Iron and Wood,

AND

BOILERS and ENGINES, PRINTING PRESSES, SEWING MACHINES, &c.

If you have any Machines for Sale, send me a list with lowest price.

N. B.—No Charge for Storage, except the goods are removed.

SHANKS'S BUILDING, S. W. COR. SHARP & LOMBARD STS.,

Price, 4 Horse Power, $330, to 15 Horse Power, $850. BALTO.

FRANCIS ALBERT, (Late of Penniman & Bro.)

FREDERICK ALBERT. (Late with Schwerdtman & Co.)

ALBERT BROTHERS,

IMPORTERS AND DEALERS IN

Foreign and Domestic Hardware,

4 N. HOWARD STREET,

BALTIMORE.

SPECIAL ATTENTION GIVEN TO ORDERS.

See page 155.

---

332 W. Baltimore St.

See page 170.

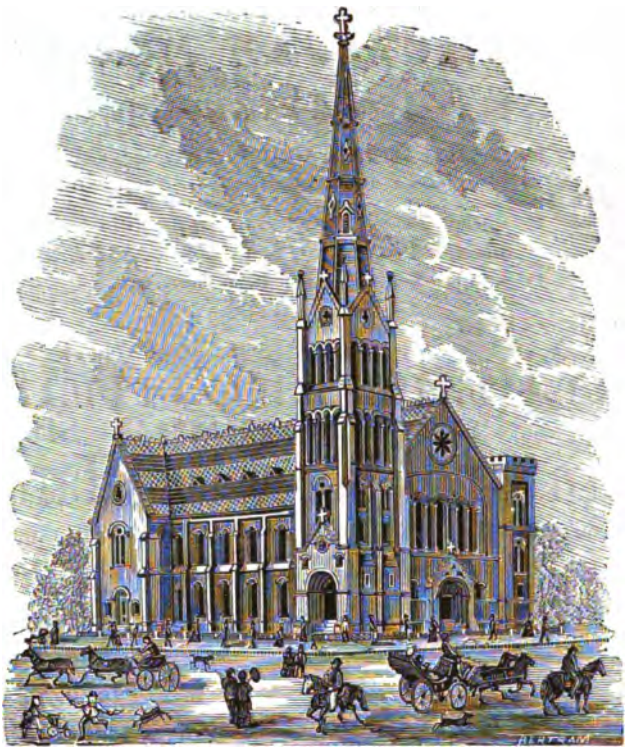
JOSHUA REGESTER & SONS.

See page 204.

BURNS & SLOAN, LUMBER DEALERS,

132 LIGHT STREET WHARF.

See pages 188 and 246.



ST. PETER'S P. E. CHURCH,

At the corner of Druid Hill Avenue and Lanvale Street,

Is one of the most beautiful church edifices in the city. It was built in 1871, of white marble in the Norman Gothic style, surmounted by a graceful spire and castellated tower. The original structure, on the lot at the corner of Sharp and German streets, was built in 1802, which Mr. Andrew B. McCreery, formerly of this city, and now of Paris, France, purchased and where he has erected, at great cost, an iron fire-proof building, called the "McCreery Building," which is one of the handsomest and most massive business edifices in the city and occupied by some of our leading importing and commission merchants, who have made it the centre of a very large trade.

The Church has enjoyed the ministry of eminent Rectors, three of whom were elevated to the Episcopate—Bishops Henshaw, Atkinson and Cummins. The congregation has always been largely composed of influential and valuable citizens, and among the present number we mention one of our most honored merchants, Wm. Woodward, Esq., who has been superintendent of the Sunday School for over fifty years. Under the present Rector, Rev. Julius E. Grammer, D. D., the congregation has greatly enlarged and extended the sphere of its operations.

FRIENDS' MEETING HOUSE AND SCHOOL HOUSE,
(ORTHODOX,)
N. E. Corner Eutaw and Monument Streets.

THE KELSO HOME,

For Orphan Children of the M. E. Church.

On page 51 we briefly alluded to the munificent appropriation of our venerable citizen Mr. Thomas Kelso for an Orphan Home. Under his own supervision it is now in successful operation. He has in charge of it a matron who is admirably fitted for the position.

The children are all dressed differently, so that the sombre appearance of an Orphan Asylum is absent from this. They receive their education by special arrangement with the Public Schools, and at the Colvin Institute of which Mr. Kelso is president, and which he largely sustains. Thus this institution is in every possible aspect a *home* and the children are as happy in it, as orphaned childhood can be.

Mr. Kelso has himself invested the fund in ground rents, and it now has a revenue ample for all its needs, and secure against those contingencies which attach to *post mortem* benevolence. In this he has shown his wisdom, and shall receive the greater reward.

"It is more blessed to give than to receive."

THE WESTERN AND SOUTHWESTERN SUBURBS.

Notwithstanding the fact that the region of country lying immediately west and southwest of Baltimore has never been so thickly settled as the suburbs in the northwestern and northern direction, its peculiar beauty of scenery and superior natural advantages have not by any means escaped attention. Indeed, it is certain that but for the interposition of "Gwynn's Falls," the territory to which we refer would, long ago, have been dotted with villas and the streets of the city would have extended that way a mile or two beyond their present limits. The picturesque appearance of the valley through which the stream referred to flows, has always made it a favorite resort of those who sought to ride or drive from the city through the most attractive district and purest atmosphere. The whole area, from the line of the falls as far back as the high and rolling lands in Howard county, which drain to the Patapsco river, has always been regarded as one of the healthiest and most productive portions of the State, and was very early settled by wealthy and refined people. In more recent years, as Baltimore has grown and the demand for suburban residences correspondingly increased, efforts have, from time to time, been made to overcome the obstacles which seemed to prevent direct and rapid communication with this region. The Frederick Road, which was once the great highway of the famous wagon trade with the West, has become entirely inadequate to the accommodation of the daily local travel to and from the city in that direction. While along its borders, as far as the village of Catonsville, a thrifty and industrious population has rapidly accumulated and a line of horse railway is in active and successful operation, still, the development of the country more remote from it, on both sides, has rendered the opening of new avenues and the construction of new bridges indispensably necessary. A very large number of elegant and comfortable places border on the Frederick Road; some of which we enumerate: Wm. Wilkens & Co., page 184; Charles Shipley, Mary's Choice; Dutchess of Leeds' estate; Mount Olivet, (see article;) McTavish estate; Loudon Park Cemetery; C. Irving Ditty; Lewis Seldner; Dr. Schwartz; G. A. Schlens; H. H. Graue, Airy Hill; Charles J. Baker, Athol; William Baker, Tremont; Alexander Rieman, Aqua Vista; Hermon Simon; John Q. Hewlett's estate; Dr. H. P. C. Wilson, Idle High; John Cummings; John Stellman, Markland; Benjamin Whiteley, Herndon; Asa Needham's estate, Montrose; Henry James, Tower Hill; Talbot J. Taylor, Cloud Cap; John B. Phillips; D. C. Howell; Hon. William J. Albert, Belmont; H. K. Hoffman, Winston; Thomas M. Johnson; John Gill; Alexander Gould; William W. Taylor, Craigie-Burn; T. L. Tinsley, Paradise; Dunmore; Hon. John Wethered; Dr. James Armitage; Robert Lawson, Mount Herbert; Dr. Charles G. W. Magill, Eureka; St. Timothy's; Henry J. Farber; James A. Gary, The Summit; E. Livezey, Elton Park; Charles Keidel; Rev. Dr. Ebeling, Overlea Home School; Three Flour Mills, James E. Tyson, Samuel Hazlehurst, Frederic Tyson, owners.

WILKENS AVENUE, which is to run nearly parallel with the Frederick Road to the south of it, was projected some years ago and is now in a fair way of completion. Notwithstanding the indomitable energy and public spirit of the wealthy gentleman after whom it was named and of other citizens, who were equally interested in the enterprise, the construction of this avenue has been long delayed by litigation now happily ended. The questions at issue have been settled, and under the terms of a special act of the last Legislature, the work is being rapidly pushed forward. This road, which is of excellent width and regular and easy grades, will extend from the city limits for a distance of about six miles to intersect the old "Rolling Road" leading from the Relay House, on the Baltimore and Ohio Railroad, to Catonsville. It will open up a most beautiful country

and bring many splendid estates into direct communication with the city. Several of the most important public institutions will be reached in this way, and among them we may mention particularly the St. Mary's Industrial School, the Protestant Manual Labor School, St. Agnes' Hospital, and the Maryland Insane Asylum. The residences and country seats of many prominent and wealthy persons are also located on the line of this avenue—William Wilkens & Co., page 184; George F. Webb, page 136, Millington Mill; Clairmont Company; J. B. Brinkley; Mrs. Caldwell; Joseph Judik; A. Seemuller's estate, Linden; Robert Fowler's estate, Harvest Home; John Fowler; Robert W. Rasin, Athol Grasslands; G. S. Watts, Beverly; David Carson, Homewood; Prof. N. R. Smith; Thomas C. Yearly; Capt. E. K. Cooper; Spring Grove Asylum, see page 48; Mrs. Lurman, Farmlands; C. Morton Stewart, Bellevue, see page 228; Dr. J. P. Thom, Manor Vale; John Glenn's estate; George Richstine, Foxhall. Directly at the city limits an extensive area of ground belonging to Mr. William Wilkens is being built upon and improved with great taste.

North of the Frederick Road and south of the Franklin turnpike, there is also being constructed another avenue, to be called "EDMONDSON AVENUE." This work is being done under the provisions of the street law for Baltimore county—George H. Carman, Lewis Lehman and John Cole, commissioners; William H. Shipley, engineer—the commissioners having laid it out and made the assessments for benefits and damages, upon the petition of property owners along the line. This new avenue is one hundred feet wide and of uniform easy grade, extending from the city limits a distance of two and a half miles to a point where it will intersect the old Frederick road, and from which there is already direct communication with Catonsville. This work will develope a remarkably beautiful country hitherto almost cut off from the city by the obstacles to which we have before alluded. The range of hills over which the road will pass, known as "Hunting Ridge," has advantages of landscape and water view not excelled anywhere in the State. From almost all the building sites in the neighborhood, as from every portion of this western section, the view extends over the city and all its environs and across the Chesapeake Bay to its Eastern Shore. From the upper rooms of the houses, the State House steeple at Annapolis, distant forty miles, can plainly be seen. This avenue, after passing on the eastern side of the falls, through the extensive property of Mr. A. S. Abell and Mr. Charles Shipley, and what was part of the old almshouse farm, enters on the western side of the stream and passes through the extensive estates of the late Captain Richard B. Fitzgerald, William Heald, Hugh Gelston, and Hon. Reverdy Johnson, Lindhurst. On or near its line are the Cathedral Cemetery, and the beautiful country seats, residences and property of Charles M. Heald, Allendale; James A. Wilson, Bonnie Brae; John Swan, Hunting Ridge; Thomas Winans; William F. Frick; P. S. Chappell's estate; William Wilkens, Villa Wilkens; Arthur H. Mann, Laurel Hill; George F. Page; Mt. De Sales; S. S. Boggs, Prospect Hill; George R. Granger, Oak Lawn; Ross Campbell's estate; Mr. Crosby's estate; George J. Appold, Glenwild, three hundred and twenty acres, see page 163; Miss Gibson, Ingleside Seminary; A. W. Stehman. Near the eastern section of the avenue are situated the properties of John Hurst, Poplar Grove; Thomas L. Berry's estate, Woodland Grove; Gen. John S. Berry, Dukeland; Cary McClelland; E. A. Tinker; Hiram Kaufman; Rev. Franklin Wilson; Francis White; James Broumel; Wm. S. Rayner; Thomas G. Scharf; Hebrew Orphan Asylum. The completion of this avenue, which will certainly be accomplished during the present season, will produce a wonderful change in all this country. In a few years it will doubtless be covered with cottages and intersected with new roads, for its elevated position and delightful atmosphere cannot fail to commend it, at once, to all who are seeking suburban locations. The scenery along this road, and particularly the wild beauty of the banks of Gwynn's Falls, will always make it a popular thoroughfare. The Bridge now being constructed over the falls, four

hundred and fifty feet in length, will be a very fine work and reflect great credit upon our skillful and enterprising citizen, Wendell Bollman, (see page 218.) The substantial masonry was done by Haffer & Pilert. The entire improvement cost over $150,000. The general direction and supervision of the whole improvement have been chiefly in the hands of George H. Carman, one of the commissioners. While his faithful discharge of duty has been duly appreciated, his display of good taste and judgment has been also recognized.

The country is being intersected with avenues running north and south, chief of which are ATHOL and BEECHFIELD. The former has been constructed at great expense by Charles J. Baker and C. Irving Ditty; beginning on the Frederick turnpike and running to the old Frederick road, west of Loudon Park Cemetery, and which has been extended by James A. Wilson through his property, Bonnie Brae, to Edmondson Avenue, near the late Reverdy Johnson's estate. This avenue binds on Athol, the beautiful property of Charles J. Baker, from which it derives its name. A large portion of this has been laid off and handsomely enclosed in building lots and villa sites, that for healthfulness and beauty of situation are unsurpassed. It also binds on Irvington, the handsome improvement of C. Irving Ditty, a group of graceful cottages, which are unusually attractive as suburban residences.

Athol Avenue connects with Beechfield, a little to the west on the turnpike, and by it forms a direct communication with Wilkens Avenue. Thus a continuous connection is made between Edmondson and Wilkens Avenues, and over the choicest portion of this western section.

Too much praise cannot be accorded to the public spirit and liberal enterprise of the gentlemen who are thus developing one of the most charming and attractive sections of Baltimore county.

MOUNT OLIVET CEMETERY.

On the Frederick road, two and a half miles from the city, is located Mount Olivet Cemetery, a noted burial place for the ministers of the M. E. Church. The idea of such a Cemetery originated with the late Rev. George C. M. Roberts, M. D., D. D., founder of the Methodist Historical Society and an eminent local preacher, who prevailed with the Board of Trustees "of the M. E. City Church in the city and precincts of Baltimore," to purchase a ground for the above purpose. It includes thirty-three acres, and commands a fine view of the Patapsco river to its entrance into the Chesapeake bay. Some of the most illustrious men, both of the clergy and laity of this church, sleep here. What is unusual, and a feature of special interest, a certain part of the cemetery is appropriated for the itinerant ministers who may not have provided a burial place here or elsewhere. In this *preachers' lot*, as it is called, repose the remains of many of the great men of the church whose devotion to Christ and zeal for His cause make up the most interesting portion of the History of Methodism in the United States. Four of the Bishops are buried in this lot, all of whom were national men, for the system of Methodist Episcopacy, being a general superintendency, extends the supervision of these officers of the church over every part of our great country; it especially deserves to be mentioned that the Father of American Methodism, Bishop Asbury, is buried here. For many years his remains rested under the pulpit of one of the city churches, but soon after the opening of the cemetery, they were removed to the preachers' lot. On either side of him lie the remains of Bishops George and Emory. Within the same enclosure Bishop Waugh is buried. A handsome monument has been erected by the Trustees, who hold the ground; on each of the four sides of which is inscribed a fitting epitaph, in honor of these distinguished men. For

many years Bishop Waugh's home was Baltimore, where he exerted a wide-reaching influence, and was universally respected. Under his ministry, long before he was called to the duties of the Episcopal office, the father of the author of this work, Mr. Samuel Howard, joined himself to the Methodist Episcopal Church, of which he continued an honored member for sixty-five years; he died April 27, 1876, at his residence, Clifton Farm, Muskingum County, near Zanesville, O., in his 92nd year. East and West of the Alleghany Mountains, he was well known and distinguished for the voluntary and powerful exhortations he would frequently deliver at the close of the sermon by the minister. As his life was a beautiful example of piety, his death was a scene of holy triumph.

To this preachers' lot have been brought the remains of Robert Strawbridge, who, it is believed, was the first Methodist preacher that organized a society in America. Next to his, is the grave of Jesse Lee, and near by lies the Saint of "Pilgrim's Rest," Henry Smith. Others of the fathers, together with many of their brilliant sons, might be added to the list if we had the space to sparefor such a record. The Local Preachers' Association of Baltimore have purchased a portion for the interment of their members, and here lie the remains of faithful men who have done a work whose results may not be measured by time.

It is very natural that this Cemetery should possess a special interest to the clergy of the M. E. Church. During the Session of the Centennial General Conference held in this city in May last, the delegation of the New England Conference learning that Jesse Lee, who planted Methodism in New England, was buried there, visited his grave, and within a few weeks afterward a beautiful monument arrived from Boston—which, with appropriate ceremonies, was unveiled July 11th, 1876—in commemoration of the Eighty-sixth Anniversary of the first sermon preached by this christian hero from Virginia under the famous old Elm Tree on Boston Common. To Methodists, from all parts of the country, who visit Baltimore, there will be much to interest them at Mount Olivet.

LOUDON PARK CEMETERY.

One of the distinctive and most attractive features of this western section is Loudon Park Cemetery. It is situated about three miles from the city, on an elevated and undulating plateau between the Frederick Road and Wilkens Avenue; having a handsome and spacious entrance on the former, built in the Roman style of architecture. A massive gateway, designed for an opening to Wilkens Avenue, which affords a more beautiful approach to the cemetery, will, when completed, constitute the main entrance.

Loudon Park was formerly a private residence and one of the most elegant estates on the Frederick Road, containing 110 acres, whose surpassing beauty and admirable adaptation to its present use were readily appreciated by the incorporators of the cemetery, and soon after its purchase the Directors of the Company, who were gentlemen of taste and energy, put into execution those plans and improvements which have made it one of the loveliest of our "Cities of the Dead."

The Cemetery was incorporated on the 22nd of February, 1853, and consecrated July 14th of the same year with appropriate and imposing ceremonies.

Owing to the felt necessity for a new burying place for our rapidly growing city, and the superior situation and attractions of Loudon Park, it soon commanded general attention and favor; and was selected by many citizens, churches and corporate institutions as the resting place for their dead.

Many of the remains from the old cemeteries that have given way before the march of improvement, are deposited here, and which, owing to the situation and franchises of the cemetery, will in all probability lie undisturbed until the resurrection.

Here "rest in peace" the remains of the departed of old St. Peter's, Whatcoat and Mount Zion Grave Yards; here as the chosen cemetery of many present congregations, rest their dead; and here the soldiers of the federal and confederate armies who fell in deadly combat, "sleep their last sleep" beneath the same sod, and within the same enclosure, two separate portions having been consecrated as their burial place. Their graves are carefully watched and tended, and annually decorated with flowers and a tribute paid to their memory and their devotion to the cause in which they fell.

The place has been admirably chosen—containing within itself every feature and advantage which fit it for a cemetery; the variety of its surface beauty giving unlimited scope to landscape adornment; its perfect drainage; its magnificient old forest trees, that bestow a solemn grandeur which art could not impart. Its situation is beautiful beyond description. From its elevation, the eye ranges a country which for quiet beauty is not excelled anywhere; diversified with hills and valleys in the highest state of cultivation, and adorned with beautiful villas and cottages.

It commands the most extensive view of the Chesapeake bay whose marvellous waters, like an immense mirror reflect the golden glory of the sun, and gild the scene o'er which the funereal associations of Loudon Park shed a sadness, to many a gloom.

To the native beauty, the skilled hands of the landscape gardener and the artisan, have added greatly. The avenues and terraces; the grouping of evergreens and shrubbery; the monuments and curbings of the lots underneath towering trees—remnants of a forest long since passed away—make it unique and unusually attractive.

Among the multitude of elegant and artistic monuments, we mention only the grand Mausoleum erected at the cost of $15,000, a work unsurpassed in any cemetery we have seen.

The monument to the late Capt. Rich'd B. Fitzgerald of the distinguished firm of Fitzgerald, Booth & Co. It consists of a vault with statues and vases, costing $16,000. The statues represent respectively the Saviour and the angel Gabriel; on the vases are carved figures of the three Marys at the tomb, and Mary Magdalene meeting Jesus on the morn of the resurrection. It is an exquisite work of art, wrought by Rhinehart, in Rome, 1865.

The Officers and Directors by whom this cemetery has become so enriched and beautified deserve commendation for so judicious a selection, and for their liberal enterprise which has brought it to its present attitude among the great cemeteries of this country.

The Board of Officers and Directors consist of

HENRY A. THOMPSON, President; W. F. PRIMROSE, Secretary and Treasurer.

Directors—HENRY A. THOMPSON, WM. F. BURNS, JOHN A. WHITRIDGE, JOHN Q. GINNODO, JACOB H. TAYLOR, W. F. PRIMROSE.

THE MARYLAND LIFE INSURANCE COMPANY,

Peculiarly a Baltimore institution, shows a gratifying growth, and has become thoroughly established in public confidence. Its ratio of profits to expenses is greater than that of any other first-class company in America of the same age. Identified as it is with us, and having its funds invested largely in our city and State, it is incumbent on our citizens and to their interest to sustain it by their patronage. See page 429.

SOME OF THE OLD BUSINESS HOUSES OF BALTIMORE.

In the quick haste and absorbing pursuit after prosperity, communities too soon forget those who have preceded them. The question is natural and often asked, what have we to do with the old men? they belong to a past age. Yet they had a great deal to do with the present; they laid the foundations of the present prosperity and proportions of our city. They did a work, exerted influences, started movements, developed resources, pointed out possibilities, on which their successors have erected a grand city and commonwealth.

There are those living who recall the old *Signs*, that were not only sign-boards, but truly Signs of men and merchants who are worthy to live in memory, and in the commercial history of Baltimore.

It is impossible for us to name all of these; those shipping, commission and jobbing houses that made Baltimore renowned on the seas, and known throughout the country for commercial enterprise. We only recall a few of the Grocery and Commission firms, as their houses were the headquarters for all the different departments of the trade, and are obliged for want of space to omit many others worthy of mention.

Among the eminent firms were Bohn & Slingluff, who commenced in 1798. The house was continued through a number of firms successively and successfully, closing with C. D. Slingluff & Sons, 1870. Mr. Bohn was for many years President of the Commercial and Farmers Bank. Mr. Slingluff removed in 1814 to Frederick, now Carroll County, and for a long period was President of the Bank of Westminster. Jesse Slingluff, Esq., his son is now and has been for twenty-four years President of the Commercial and Farmers National Bank. Among his numerous grandsons are John A. and T. Edward Hambleton, of the house of John A. Hambleton & Co., who transact a successful banking business as seen on page 266 of this book.

Their cotemporaries were Elder & Taylor, who commenced in 1810 and continued until 1828, then dissolved and formed Basil S. Elder (whose fifth son is now the R. C. Bishop, of Natchez, Miss.) & Son and Joseph Taylor & Son, maintaining the highest reputation throughout. Talbot Jones & Co., whose successors, at their old stand, are Wilson, Burns & Co., one of the most prominent and successful houses of Baltimore, (page 119;) McDonald & Ridgeley; Erskine & Eichelberger; Dinsmore & Kyle; Andrew Gregg & Co.; Robert Garrett, the founder of Robert Garrett & Sons; Wm. W. Taylor & Co. Mr. Taylor was for a long period President of the Commercial and Farmers' Bank, and was the grandfather of the present esteemed President of the National Union Bank of Maryland, (page 264); Young & Pochon; Gerard T. Hopkins & Co.; Hopkins Bros. & Co., founded by Johns Hopkins; Hopkins & Moore; Abner Webb, who began in 1809; having come hither from Savannah, Georgia, conducted a successful business for over forty years, and is now the oldest surviving merchant of Baltimore, being in his 94th year; he has enjoyed uninterruptedly the esteem and confidence of the community, is blessed in his old age with the devotion of a large family circle, and has the gratification of seeing his sons prosperously and honorably established in business. These were some of the heavy grocery firms, who sold to the towns and country of the South and West.

The Groceries were securely packed and loaded, together with the dry goods, hardware and the assortment usually bought for country stores, into wagons of six horse teams, the freights varying of course according to the distance. To the Ohio river, the rates ranged from 1½ to 2½ cents per lb. to Pittsburg, and 25 cents per 100 more to Wheeling; and to distant points in Ohio and Tennessee from 3½ to 4½ and 5 cents per lb.; the teams generally hauling 4 to 5,000 lbs.

Besides the grocery business Elder & Taylor and their succeeding firms were large forwarders of dry goods and other wares bought in Philadelphia, New York and Boston, and

brought here by sailing vessels from those points, hauled up town where they were weighed by 56 lb. weights, (before the days of platform scales and steelyards,) and loaded into wagons. Besides dry goods, shoes, hats and bonnets, and especially Yankee clocks, made up a large portion of their assorted cargoes.

The produce of the West composed the return cargoes of these wagons; tobacco, ginseng, snakeroot, butter, lard, beans, beeswax, feathers, hemp, linen, wool, &c., and they were brought in at a rate of freight generally one-third and sometimes one-half less than the outward rates.

The excellent turnpike to Cumberland, built mainly by our Banks, at an expense of nearly $500,000, which was extended by the National Government to Wheeling, and that to Westminster, Bedford and Pittsburg, aided largely by our *merchants*, presented great inducements to trade with Baltimore.

The time occupied by these teams to Wheeling, was 16 to 18 days and to Pittsburg 14 to 16 days—so that the merchants of the present day may appreciate the change that has come over the face of things within the last forty-five years. The freight on a pound of coffee then to Columbus, O., was considered reasonable at four cents, with three weeks for delivery, whereas, to-day the average rate is ¼ cent per lb. to Cincinnati and Chicago in about three days for delivery. In 1832 and 1833, when the Baltimore and Ohio Railroad was completed as far as Frederick, the goods generally were sent that far by rail and then hauled in the wagons, and a few years later this transfer took place at Cumberland.

SAMUEL JONES, JR.

Good and useful men are a city's greatest treasure, they are her most fertile resources whence she must derive her material and moral wealth. Among the many great and good men who have been identified with the commercial history of Baltimore, Samuel Jones, Jr. deserves honorable mention. Justice to his useful career among us, and the gratification of his cotemporaries in the trade, induce us to record in our work a tribute to his memory, as a representative Baltimore merchant.

He was the junior member of the old and distinguished firm of Talbot Jones & Co., established by Talbot Jones, who emigrated here from Ireland during the rebellion in 1796-98, and became one of our most important merchants and estimable citizens, was one of the originators and Directors of the Commercial and Farmers' Bank, the Water Works, B & Ohio Railroad and other valuable corporations. His son, the subject of our sketch, became early associated in the house, and evinced those qualities of moral and commercial character for which he was universally respected.

Peculiarly gifted in mental power, which he trained and cultivated to a degree that constituted him an authority among his cotemporaries and enabled him to guide opinion upon subjects of great importance in civil and commercial matters; a correct reasoner, a fluent speaker, an eloquent writer and judicious counsellor, he became necessarily prominent in every relation which he sustained to the community.

In the several relations of life—he was in business indefatigable, in society invariably courteous and kind, in the church zealous and consistent, in his official position dignified and scrupulously polite.

He came upon the stage of action at an important era in the history of Baltimore. It was the period of the inception and rise of many institutions and movements which have determined largely the commercial strength of the city.

From the confidence reposed in his judgment and ability, he was honored with prominent positions. He was a Director of the Commercial and Farmers' Bank, Savings Bank of Baltimore, Baltimore and Ohio Railroad, Merchants' Bank and other Corporations.

He was the first President of the Western Bank of Baltimore, and acting President of the Baltimore and Ohio Railroad during the absence of the Hon. Lewis McLane, the then President, to Europe on a special mission for the United States Government.

He was a member of the City Council; State Senator and in connection with Judge Buchanan of Washington County and General Emory of Eastern Shore, was appointed by the General Assembly to negotiate the $8,000,000 loan in Europe. Though declining the appointment, his jealous regard for the credit of the city and state showed itself in the zeal with which he, together with Osmond C. Tiffany, Thos. W. Hall and other valuable citizens pursued the matter, resulting in the appointment of George Peabody, then a Dry Goods Merchant, residing in London as the representative of the Baltimore house of Peabody, Riggs & Co. The effect of this upon the subsequent career of Mr. Peabody and the commercial credit and future of Baltimore no one could then forsee; but at this day, the *agency* of Mr. Jones *appears* in that event which made the honor of Maryland and Baltimore conspicuous, and humanly speaking greatly influenced the remarkable career of the noble philanthropist.

Mr. Jones was deeply devoted to the interests of Baltimore. The spirit of his enterprise was not satisfied with individual results; it took a broader scope and meditated the welfare of his fellow citizens. It was his ambition to see Baltimore in the advance of the commercial cities of America. Thus he writes on the 8th of January, 1874, from New Orleans, to the author of this book:

"I rejoice with you in the continued and constantly increasing prosperity of Baltimore; it is only what the projectors of the Baltimore and Ohio Railroad anticipated for it upon the completion of the Road," &c.

After the reverses of the house of Talbot Jones & Co., feeling keenly the force of that unrighteous disposition which exists in all communities to animadvert upon those who suffer financial reverse, he sought another home, and emigrated to New Orleans, contrary to the expressed wishes of many of our most influential citizens.

It was not long before the citizens of New Orleans discovered that they had received a valuable accession in him. He went there, not as some have said, "to begin a new life," but to start afresh, a business career, in the exercise of the same noble qualities and virtues which characterized his life here; and to the end, *that life* was sending out its same pure streams, only *more abundant* and refreshing, enriching all that came within its boundaries.

After merchandising for several years, he became the Treasurer and Manager of the New Orleans Savings Institution, which position he held over eighteen years, to the day of his decease.

The universal regard for him, appears from the extracts we make from the resolutions of the Board of Trustees and the press of the city.

IN MEMORIAM.

Be it Resolved, That in the death of Samuel Jones, Jr., our late efficient and worthy Treasurer, this Institution has lost a faithful and competent officer and friend; one who has filled the office of Secretary and Treasurer for more than eighteen successive years, and during that time, he has always enjoyed the fullest and unstinted confidence of the Board of Trustees.

He was a man of singular purity of character, of rare intelligence, of great and winning modesty. Never was there an office of trust held with a fuller, clearer sense of duty, and never was that duty discharged with firmer rectitude, with a deeper religious obligation

to God and man. We shall long miss him at his daily toil, we shall miss his peculiar smile, his gentle manners, his quick pleasing address. We would praise him for his general information, his uniform civility, his peculiar trust in man, were it not for the more praiseworthy traits of his character in his desire to fill the largest measure of duty, his aims to live that no shadow of wrong should rest upon his life. We tender to his family the assurance of our sincere sympathy, mingle our sorrows with theirs; and that we may be aided in cherishing his memory and connecting it with this institution, we recommend that the President obtain a copy of the best portrait of him that may be procured, and hang it on the walls of the bank.

W. N. MERCER,
JHO. ALLEN CLARK,
THOS. A. ADAMS,
Committee.

New Orleans Daily Picayune, April 24th, 1874.

A few days ago we met that venerable and most amiable gentleman, Mr. Samuel Jones, Jr., the Treasurer and Manager of the New Orleans Savings Institution, in apparently good health for a septuagenarian; yesterday morning his death was announced, and this evening his remains will be followed to the grave by a large number of old friends. Mr. Jones was a native of Baltimore, and has resided in this city for many years, respected by everybody and beloved by many. He possessed in a large degree the characteristics of the Baltimore gentleman, of a high sense of honor, of dignity and purity of life and character combined with a genial love of society, and of good company, and of all the rational enjoyments of life. Mr. Jones was the cherished friend and fellow countryman of that venerable patriot and philanthropist, Dr. W. N. Mercer.

Extract from a letter of Rev. B. M. Palmer, D. D., of New Orleans.

"I knew Mr. Jones intimately, and there were few in my church to whom I was more tenderly attached, * * * * There was no office in the church, to which he could be elevated, which would not have been conferred upon him, if he could have been induced to accept it. * * * * He was pre-eminently a good man, and his death filled the community with sorrow."

SAMUEL HOFFMAN.

No city in the United States can boast of a richer legacy in her record of noble and upright merchants than Baltimore. We have been false to their memory and indifferent to their example in not having preserved in a conspicuous form a history of their lives.

Samuel Hoffman was one of the noblest of the noble merchants who have given Baltimore its reputation. He was the seventh son of Peter Hoffman, who emigrated to Maryland from Frankfort on the Main about 1765, and a few years after established in this city the House of Peter Hoffman & Sons, which became one of the leading houses in the country, and his family one of the most influential in Maryland.

After the death of his father, Samuel for some time carried on the Dry Goods business in Philadelphia; but subsequently formed a copartnership with his nephew S. Owings Hoffman in this city; a man of like character with himself, who became prominent in the community and Director of the Merchants' Bank, the Baltimore and Ohio Railroad and State Senator from the city, and was possessed of a high degree of literary and aesthetic culture.

At this period the auction and commission business began to assume an important relation to the trade. They acted upon the auspicious indications, and opened the Auction House of Hoffman & Co., which soon became famous in all this portion of the country.

In order to give additional attraction to their sales, they had a resident partner in Europe to purchase the *finest* goods in that market; consequently their auction rooms were crowded with buyers.

At one of these sales a circumstance occurred which illustrates the inflexible rectitude of Mr. Hoffman's House; a party who had made a notoriously dishonorable failure and in the settlement defrauded his creditors, was buying. Mr. Hoffman being informed of the case, requested him to desist, when he replied "I am buying for *cash* sir." Mr. H. with dignified disdain, said "we do not want your money sir, we demand *principle* in this house," and upon his exclusion, Mr. H. was loudly cheered by the crowd present.

To his rectitude and nobleness, was added a genial and sunny spirit, which made his presence animating and encouraging. During the financial pressure of 1837, caused by the removal of government deposits, Mr. Hoffman often visited the counting rooms of his fellow-merchants, speaking words of encouragement and hope, accompanying them with offers of necessary aid, and freely extending it, without additional interest or commission, which enabled a number to weather the storm, who probably without that, would have been overthrown. It is not strange that he was honored and loved by all. That he was elevated to positions of responsibility and trust, as a Director of the Baltimore Branch of the United States Bank, Baltimore and Ohio Railroad Company, Merchants' Bank and other useful corporations.

The esteem in which he was held, and the appreciation of his value to the trade were illustrated, at a meeting of the Wholesale Dry Goods Merchants, who presented him with a handsome piece of silver, accompanied with feeling expressions of regard. His implicit confidence in the merchants of the city was never betrayed; when public confidence was almost entirely destroyed, when men were losing faith in each other and in the State, he stood firm, never doubting the ultimate triumph of the honor and ability of his State and her citizens.

Such men as Samuel Hoffman are truly gifts of God, and their lives serve to elevate the standard of commercial dealing, and strengthen public virtue. May Baltimore never be without ensamples of his kind.

OSMOND C. TIFFANY.

The war of 1812 had made Baltimore famous. The indomitable spirit of her enterprise which sent her "Clippers" to the ports of every sea, took the lead in the strife, and her Privateers became the terror of British commerce. At the close of the war, her reputation attracted attention in all parts of the Union, and numbers of energetic men sought it as the field of their industry and fortune. Among these was Osmond C. Tiffany, a young man of energy and honor, trained in the business of domestic manufacturing at Pawtucket, R. I. He arrived in 1815, and soon formed a partnership with his friend William C. Shaw who had preceded him hither; a gentleman of refined character, and retiring disposition, who stood before the community as representative of all that is elevating in manhood, in whose association Mr. Tiffany always took pride.

They introduced a new era in the history of the trade. At first they did strictly a domestic commission business on Baltimore street, between Howard and Liberty, but in order to profit by the advantages which they perceived Baltimore to possess as a distribu-

ting market for the South and West, they added to their stock every variety of manufactured goods, straw goods, boots, shoes, wool hats, cotton and wool hand cards, &c., and began to sell by the package to wholesale dealers, thus creating the first *Great Jobbing House*, and originating that system which has given wealth and renown to Baltimore. The House soon became the leading one in the city, and its reputation extended to all parts of the country. This was prior to the days of Rail Roads, and Mr. Tiffany appreciating the advantages of Baltimore over the other Atlantic cities for communication with the West, determined to seek its growing trade.

His brother Comfort Tiffany, then merchandising in St. Louis, was taken into the firm, 1824, which became Shaw, Tiffany & Co.; bringing to it his large custom and valuable influence, their expectations were more than realized. Thus Shaw, Tiffany & Co. was the first house that *considerably* extended the trade of Baltimore beyond its adjacient country and across the mountains.

While thus assiduous in his attention to the business of the house, Mr. Tiffany was not unmindful of the community in which he resided. There was nothing narrow about him. It seemed a ruling purpose of his heart to benefit his city and his fellow citizens. He made his own success a channel through which to enrich others. He scorned that inexpressibly mean spirit which seeks to monopolize every customer, and prevent a neighboring house from having access to him. Although the house was able largely to control the western trade, through Mr. Tiffany mainly, a wagon line to Wheeling was established, with a joint stock company and a uniform tariff, which greatly advantaged the general trade of the city, while it was a loss to the individual stockholders of which Shaw, Tiffany & Co. were the largest.

At this period the city began to make giant strides towards the future; she had regained her foreign commerce; an immense accession was made to her tonnage; the West was being laid under tribute; the future began to loom grandly up; the day was propitious for enterprise; yet it demanded men of prophetic ken, courageous spirit and judicious action. Mr. Tiffany was such; he comprehended the situation and took his position in the fore-front; sustained by an unshrinking faith in the God of this nation, and in its unbounded resources, he stepped boldly forth and led in the march of trade from this locality. He became necessarily one of the most conspicuous men in business matters. He felt the responsibility of his position, and sought always to provide for the security, honor and prosperity of his city.

When the closing of the United States Bank put the trade in great jeopardy, he came to the rescue; was among the first to propose the organization of the *Merchants' Bank*, and labored earnestly and successfully to effect the proper legislation, by which the banking policy of the state was established to the satisfaction of the whole community, and which resulted in the organization of the other Banks, and a large increase of the banking capital of the city. He was prominently connected with the Merchants' and Union Banks.

Knowing the value of manufactures to the wealth and elevation of a community, his generous spirit of enterprise set itself to work, and suceeeded in the establishment of the Baltimore Cotton Factory on the Gunpowder River, and Laurel Factory on the Patuxent, which created an additional inducement to dealers to trade in our city.

In every movement which directly or indirectly enhanced the welfare of the state and city, he was an active leader, whether it was of a commercial, civil or benevolent character.

He prominently aided in the erection of the Eutaw House to meet the want of a first-class hotel in that section. To his efforts more than any other, is due the Baltimore Athenæum on St. Paul and Saratoga streets, for which he raised most of the money used in its erection.

It is partially due to his agency that Baltimore has become closely identified with the name of a man, whom a stricken humanity love, who was blessed of God in his life,

honored by kings in his death, and whose memory will be hailed by the marching generations till the closing day, when those whom he has blessed, shall "rise up and call *him* blessed." We refer to the appointment of George Peabody as the agent of Maryland in Europe, to negotiate the $8,000,000 loan.

Deeply sensitive to the honor and credit of his state, when it seemed trembling in the scales of public opinion, when repudiation was advocated and justified even in high places, Mr. Tiffany gave himself no rest; with Samuel Jones, Jr., and other noble men, he frequently visited Annapolis and besought the legislature to maintain the credit of Maryland, and proposed the only practicable measure to avoid the threatened disgrace. He entertained the joint committees of the House and Senate at his residence, where in company with other leading citizens, the proposed measure was discussed and arrangements fixed for the payment of the past and future interest on the bonds.

He died suddenly on June 11th, 1851, universally lamented, having lived a truly representative life, which may serve as a guide to those who are threading the perilous paths of a commercial career.

GEN. WILLIAM McDONALD.

This gentleman may be considered the pioneer in establishing the local shipping trade of Baltimore. Having emigrated to this country during the existance of the colonies, he espoused their cause in the revolution, and distinguished himself by his bravery. At the close of the war, he was honorably discharged at the "head of Elk," and soon came to Baltimore, where he was engaged as a "hand" in the sloop trade between this city and Elk river. He rapidly advanced, becoming mate and at last master and owner; having accumulated a small amount of money, began business in an humble way at Fell's Point, which soon developed into importance in connection with his sloop trade.

From this arose the Packet business with Philadelphia, by sloops to Frenchtown, thence across the Peninsula to New Castle on the Delaware, thence by sloop to Philadelphia.

The *Fulton* Steamers having now proved a success, Mr. McDonald was quick to perceive the advantages of *rapid transportation*, and established the first line of Steamers on the Chesapeake Bay.

Steamers between Baltimore and Philadelphia soon displaced the Sloop Line; which carried nearly all the trade between the two cities until the Rail Road Lines were established.

General McDonald was one of the projectors of the "Bay Line of Steamers," and largely interested in it to the day of his death. He was owner in part and actively engaged in nearly all of the Steam Lines that were originated and conducted during his active life, and had the first Steamboat built in this city in 1813, which was named *Chesapeake*, to run between Baltimore and Frenchtown.

The shipping business between this City and Philadelphia, is now chiefly carried on by the Baltimore and Philadelphia Steamboat Company of which J. Alexander Shriver is Vice President.

Mr. McDonald's active commercial career began about 1790, and he developed a large trade with the farmers of Maryland and Virginia, supplying them with groceries, and acting Commission Merchant for their produce. In 1810 he associated his son Samuel with him as the firm of William McDonald & Son, under which the business greatly increased. In 1832 Geo. W. Richardson became a partner, and the firm was then Wm. McDonald & Co. In 1845 Gen. McDonald died and Samuel retired, and the business was sustained

by Mr. Richardson and two former clerks. Mr. Richardson died in 1846 and was succeeded by the junior members, James McConky and Israel M. Parr, who became the clerks of Gen. McDonald in 1888. In 1865 Mr. McConky retired and Mr. Parr continued, since associating with him his son Henry A. Parr, and the firm is now Israel M. Parr & Son, see page 133; thus the house is one of the very oldest in the City, having had no interruptions or suspensions in its history, and has sustained throughout, the highest credit and a most valuable part in the commercial growth of Baltimore. Mr. Israel M. Parr is one of our most important and enterprising merchants; was an originator of the Corn and Flour Exchange of which he has been president, and is always in the advance in the advocacy of those measures which meditate the welfare and improvement of the City.

WILLIAM WILSON & SONS.

No house ever established in Baltimore has had a more honorable history; none has exerted a greater influence than this. They were one of the eminent shipping firms of their day, and owned a large number of vessels, which carried on an extensive trade with Calcutta and other East India ports, Holland, England, Brazil, West Coast of South America and China The spirit of their enterprise led them upon every sea and to every available port, and they brought our city into commercial communication with every part of the habitable globe.

The head of the house, William Wilson, came to Baltimore from Limerick, Ireland, 1770, and by indomitable energy and strict integrity increased his limited means to such an extent that at the conclusion of the war, when our commerce was revived and extended, he became interested in a number of ships, and largely imported foreign goods under the firm of Wilson & Maris in 1790. He subsequently took his sons James and Thomas into business and the firm became William Wilson & Sons. This was established about 1802 and continued to carry on a prosperous shipping trade until 1862. During its entire history it enjoyed the highest credit, and its members universal respect and confidence as merchants and men.

William Wilson was one of the noblest and best of men. He was distinguished for his urbanity, his uprightness and beneficence. He was ever ready to encourage every enterprise of benevolence, and was a most liberal supporter of the Baptist Church, of which he was an active member, having been one of the founders of the First Baptist Church and contributed nearly all the means for the erection of the edifice on the corner of Sharp and Lombard streets, (as seen on page 75,) of which Rev. Dr. J. W. M. Williams has been the efficient and loved pastor for over twenty-five years; a church whose history has been closely identified with the progress of Baltimore in civil and religious matters. The original edifice and parsonage stood, until 1818, at the corner of Front and Pitt (now Fayette) streets, on the present site of the Merchants' Shot Tower. His public spirit was evinced in 1814, when no funds could be obtained from Washington to meet the obligations of the Government; he tendered the Navy Agent, James Beatty, a loan of $50,000, and thus sustained the honor of the Government and then refused to accept any interest, saying that "he did not wish to profit by the necessities of his country." His sons James and Thomas were men of like character and well maintained the credit of the house and reputation of his name.

Mr. Wilson raised a family which became one of the most cultivated and influential in the State, and widely and honorably connected. His descendants worthily maintain his name and reputation. Though the firm has ceased to do an active business, its name is still retained by the senior members, David S. and Thomas J. Wilson; the junior members

having embarked in other pursuits. One of them, James G. Wilson, with another great grandson, Wm. B., is partner in the successful banking house of Wilson, Colston & Co., (see page 267.) His great nephew is our distinguished Banker and Philanthropist, William Wilson Corcoran, who is named after him. Mr. Wilson occupied a number of important stations of responsibility and trust, which he filled to the satisfaction of all interested. He was the second President of the Bank of Baltimore for seventeen years, and a prominent member of other leading corporations. He has left a record of which his family are legitimately proud, and to which Baltimore may point as an honorable chapter in the history of her commercial men.

THE SAVINGS BANKS.

Among the most useful and important institutions in a community are Savings Banks. Those of Baltimore have demonstrated their benefit to the people, and enjoy, as they certainly merit, universal confidence. In each of the institutions here mentioned it appears that the Officers and Directors are chosen from the most prominent and successful business men of the city, who are characterized for their high position and judicious enterprise.

THE SAVINGS BANK OF BALTIMORE,

As seen by reference to pages 260 and 261, is the oldest, and has an honorable history. Its success has been uninterrupted, and it has long been regarded as one of the strongest and best savings institutions in the country.

Its depositors have increased from 734 in 1826 to 32,500, and the deposits from $126,911 to over $12,500,000, which could have been largely increased had the Board so desired.

Its worthy President, Mr. Archibald Stirling, who is universally esteemed among us, has been connected with it for fifty years, twenty-four of which he has been President. He is ably and worthily surrounded by Officers and Directors, who maintain its character and reputation.

Officers—Archibald Stirling, President; David Baldwin, Treasurer; S. McD. Richardson, Assistant Treasurer.

Directors—Archibald Stirling, Michael Warner, Chauncey Brooks, Deeter Bargar, Edward Kurtz, Galloway Cheston, William McKim, James I. Fisher, Joseph Cushing, Jr., Thomas C. Jenkins, N. Popplein, Samuel Kirby, George S. Brown, Thomas Whitridge, Solomon Corner, Austin Jenkins, Thomas M. Smith, William Lamping, Laurence Thomsen, Enoch Pratt, Henry James, George B. Coale, Werner Dresel, B. F. Newcomer, A. H. Stump.

THE EUTAW SAVINGS BANK,

Of which a correct and concise account is given on page 262, has well fulfilled the designs of its founders, and, by strict adherence to the provisions and conditions of its charter, has established a character which is gratifying to its friends. Its usefulness is being demonstrated from year to year, and its depositors have steadily increased, as far as the Board deemed advisable. They numbered January 1st, 1876, 13,833, and its deposits $5,346,089.15.

Officers—William F. Burns, President; Robert D. Brown, Treasurer.

Directors—William F. Burns, James Harvey, John Cushing, Francis Burns, Matthew B. Clark, William Devries, Henry R. Lauderman, Daniel M. Thomas, Aaron Fenton,

Elisha H. Perkins, William J. Rieman, John Gregg, Samuel R. Smith, George P. Thomas, Francis Dawes, J. Harman Brown, William Wilson, Jr., William H. Perkins, Nicholas G. Penniman, Henry Snyder, John L. Weeks, John R. Seemuller, G. A. Von Lingen, Walter B. Brooks, William H. Graham.

THE CENTRAL SAVINGS BANK.

(See page 259.)

This comparatively young institution, under its efficient administration, shows a most gratifying growth, having more than doubled its deposits during the last two years. The number of depositors the first of July, 1876, were 6,436, and deposits $1,030,649.

Officers—Francis T. King, President; John Curlett, Vice President; William E. Coale, Treasurer.

Directors—Frederick W. Brune, Geo. W. Corner, W. B. Canfield, J. B. Seidenstricker, William Bridges, Edward Roberts, George Sanders, Charles J. Baker, Robert Turner, William Numsen, Thomas J. Wilson, William Woodward, James Carey, Jesse Tyson, German H. Hunt, Daniel J. Foley, J. F. Monmonier, M. D., D. L. Bartlett, Henry C. Smith, Christian Ax, Samuel Appold, Hamilton Easter.

THE NATIONAL BANK OF BALTIMORE,

To whose advertisement we refer, (on page 271,) has a history which is peculiarly interesting among our financial institutions. From it we gather the fact that, during its entire course of eighty years, it has never failed to declare its regular semi-annual dividend.

Its Capital is $1,210,700 *with a Surplus of* $400,000.

PRESIDENT—HENRY A. THOMPSON.
CASHIER—J. THOMAS SMITH.

DIRECTORS.

Henry A. Thompson,	Thomas M. Smith,
David S. Wilson,	Alexander F. Murdock,
C. Morton Stewart,	Christian Devries,

William M. Boone.

MARYLAND WHITE LEAD COMPANY

OF THE CITY OF BALTIMORE.

(See page 226.)

PRESIDENT—JOHN CURLETT.
SECRETARY—W. R. FLUHARTY.

DIRECTORS.

Charles J. Baker,	Thomas M. Smith,
James E. Tyson,	John Gregg.

All the modern improvements in the manufacture of Lead have been adopted by this Company. The popularity of their Lead has greatly increased, especially in New York, Philadelphia, Boston, and other Eastern makets.

THE JOHNS HOPKINS UNIVERSITY.

Since our first article on the munificent appropriation of Mr. Hopkins for a University was published on pages 51-54, which met his approval, he has passed away, and the efficient Board of Trustees have put into active execution the provisions of his bequest.

They elected Professor Daniel C. Gilman, late professor in Yale College, and President of the University of California, to the Presidency, who had acquired the highest reputation as an organizer of Universities. He entered upon his duties May 1, 1875, and spent several weeks of the following summer in visiting the great educational institutions of Europe and this country. He has received the most cordial co-operation from the Trustees, and the University may be regarded as thoroughly organized. A portion of the faculty has been elected, composed of scholars of the highest attainments and reputation as teachers.

The Academic Staff consists of: 1. The PRESIDENT and PROFESSORS. 2. LECTURERS. 3. ASSOCIATES. 4. FELLOWS.

Pending the construction of the permanent buildings at Clifton, the fine accommodations will be used on Howard street, next to the Baltimore City College. In a few weeks this great University will be opened for the reception of students, and fairly launched on the sea of knowledge and discovery that knows no bounds. We bid the President and Trustees good speed and a prosperous voyage, hoping for them a favoring Providence, and a renown for the University that will place it beside the ancient seats of learning in the old and new world.

SAFE DEPOSIT AND TRUST COMPANY OF BALTIMORE.

This company, the cut of whose elegant building is seen on page 451, may well be gratified with its history since its organization. Its building is altogether the handsomest and most complete in the United States. In its appointments, and construction of its walls, safes and vaults, it is confessedly superior to any other known. Perfection of work characterizes every department. So far as human ingenuity and mechanical skill could contrive, this building is absolutely safe from fire and burglary.

The Building Committee consists of the President and Board of Directors, Mr. H. S. Shryock, chairman. They have adopted the most approved features hitherto known, and added new ones, which were the result of their own careful study and examination. It is a work in which they may take a just pride, and for which they are entitled to the praise of the community.

[The origin of Safe Deposit Companies is accredited to F. H. Jenks, Esq., formerly an esteemed merchant of our city, now a resident of New York, who first appreciated the necessity and utility of a place for the deposit of securities and valuables, other than the expedient of Bank vaults, and after much effort succeeded in inducing others to unite with him in establishing a place of Deposit in New York.]

DR. PERRY OULD,

DENTIST,

No. 244 Madison Avenue, - Baltimore.

E. FRANCIS BALDWIN,

Architect

OF THE

BALTIMORE & OHIO RAIL ROAD

AND THE

SAFE DEPOSIT BUILDING,

No. 54 Lexington Street, Baltimore.

A. PACKIE & SON,

MARBLE

AND

OHIO STONE WORKERS,

Cor. Madison and Constitution Sts.

Builders of Peabody Institute, Brown Memorial Church, St. Peters P. E. Church, Grace P. E. Church, Savings Bank of Baltimore.

NEWSPAPERS.

THE BALTIMORE DAILY NEWS

Is the only afternoon paper in the city, and is in a most flourishing condition. It was started by E. V. Hermange on the fourth day of November, 1872, as a penny evening paper. On the 9th day of February, 1874, James R. Brewer, Esq., purchased a half interest in the paper and the firm became and still remains Hermange & Brewer. On the 9th of February, 1875, the NEWS was enlarged to contain twenty-eight columns, eight columns to a page, and the subscription price raised to two cents per copy or ten cents per week. On the fourth day of October, 1874, the same firm started the Baltimore SUNDAY NEWS, which is the only Sunday paper published in Baltimore. The NEWS, both Daily and Sunday, has become a popular institution, and will represent the energy, enterprise and progress of Baltimore.

THE BALTIMOREAN,

A first-class Literary Journal, is published every Saturday, and although its first issue dates back but five years, it has long since secured a hold upon the public support and confidence, which may be received as a sure guarantee of permanency. It is the only illustrated journal published in this city, the familiar face of some prominent citizen, or a perfect representation of some one of the many handsome public buildings, (religious, benevolent or municipal,) which adorn the city; being a distinguishing feature of every issue. THE BALTIMOREAN is thoroughly and unreservedly devoted to every movement and enterprise which can tend to the physical and moral advancement of the great City of Monuments, but its columns always contain reading that cannot fail to interest all lovers of a pure morality and a pure literature, while at the same time it aids in the enlightenment and the improvement of mankind generally.

The Bee

A new daily morning paper, price one cent, the only one cent paper in Baltimore, has a large and steadily increasing circulation. It is especially devoted to Reform principles and the interests of the working people, but is read by all classes.

THE GAZETTE.

In December, 1875, Mr. Wm. H. Welsh, one of the former proprietors, purchased the interest of Mr. Charles. J. Baker and on the 1st of January, 1876, changed the whole basis of the journal, inaugurating a new policy; announced its independence in politics and reduced the price of the Daily to two cents a copy or six dollars a year and the *Weekly* to one dollar. Under the new regime, it has continued to grow in popular favor, has received the highest encomiums of the press and the reading community, and is now regarded as one of the ablest and most interesting Journals of the country.

THE BALTIMORE WECKER,

A German paper, was established in the year 1850, and is published as a Daily, Weekly and Sunday Journal. It has a very large circulation and is one of the best German papers issued in the country.

SINCE THE PUBLICATION of the article on the Baltimore Press, some changes have occurred, prominent among which are the completion and occupancy of the *New American Building*, one of the largest and most complete in the country. For an account of the American, Sun, German Correspondent and other journals the reader is referred to pages 54—62.

THE McSHANE BELL FOUNDRY.

No department of Manufacture in Baltimore has exhibited a greater increase and improvement than that of Bells. It is not long since this was a comparatively small interest with us. Messrs. Henry McShane & Co., perceiving the importance of this branch of business, with their characteristic enterprise added to their already large establishment a Bell Foundry, with all the facilities for casting Bells of every size, and secured among other skilled moulders, an educated German trained from his youth in one of the celebrated Bell founderies of Europe, who is exclusively employed on their Bells. They are thus enabled to give perfection of finish and tone to their bells, which are not surpassed in this country or abroad. The special superintendent of the Bell department is Mr. Marcus R. Jones, whose experience in the renowned Troy Bell Foundry eminently qualifies him for this responsible post. As a consequence of the expense and care thus bestowed, the reputation of the McShane Bells extends to all parts of the world, and their clear tones are heard from Maine to California, in Europe, Asia and South America, from the belfries of Churches, Cathedrals, Mission Chapels, Fire Stations, Factories, Schools, Steam Boats, &c. Messrs. McShane & Co. have not only the satisfaction which arises from indivdual success, but also of having built up an establishment which is of immense importance to Baltimore and is heralding throughout the world its name. They are literally ringing the Bells which call attention to us from near and afar, inviting the world "to come to us and buy."

They deserve the thanks of our citizens, for giving Maryland the honor of making the greatest single exhibit at the Centennial Exposition, and of being the first to proclaim the joyous tidings of the grand opening on the anniversary of the day when Charles Carroll, of Carrollton, signed with his compatriots the immortal Declaration of Independence. Their *great chime* consisting of *Thirteen Bells* (to represent the original thirteen States of the Union) was placed in position ready for the signal, and when given, their mighty peal thrilled the immense multitude with indescribable emotion.

This chime, the first ever cast in Baltimore, is pronounced by competent examiners, perfect in every respect. They range in weight from 300 to 4,000 lbs., aggregating 21,000 lbs. They comprise a full octave and a third, with a *flat seventh* and a *sharp fourth*, whose even vibrations give a richness and resonance of tone, which is perfectly sustained until they die away. The Bells are hung in the Main Tower, or the N. E. angle of the Machinery Hall, and are operated upon by Prof. Widdows, the chime ringer of the Metropolitan M. E. Church, Washington City. Their cost is $10,000.00 and constitute one of the principal features in the Centennial Exhibition.

The foundry and shops of this firm, are among the great forces of our city, to which we give this prominent notice, not only because it is due to McShane & Co., but our work, aiming to exhibit those forces, would be incomplete without it.

The demands of their business, have necessitated the establishing of a Branch in New York. See pages 203 and 478.

BALTIMORE RETORT AND FIRE BRICK WORKS.

As an example of the rapid and substantial growth of Baltimore's manufactures, we cite the Factory of Geo. C. Hicks & Co., at Locust Point—the centre of many other great interests—the engraving of which is on *page* 406. "The Baltimore Retort and Fire Brick Works," of which they are proprietors, under their energetic management are among the largest in the country. The superiority of the clay they use, which is found within a thousand feet of the factory, and the employment of the best workmen, enable them to make perfect articles. Their facilities in manufacturing and shipping; having coal brought fresh from the mines to their Kilns by the B. & O. R. R., and loading vessels at their own Wharves, give them decided advantages. They ship by vessel to Boston and other New England and Eastern Ports at a cost of freight, not exceeding the drayage to the Northern and Western limits of our own city. The varied character of the articles they manufacture may be seen by reference to page 247. The success and importance of the establishment are evident from the extent of their trade. They supply a large number of cities all over the country North, East, South and West, with Sewer and Drain Pipes; the Gas Companies with Gas Retorts, Fire Brick, &c. From the fact that they make better articles at a less cost than can be manufactured elsewhere, they are filling orders from the very quarters which formerly supplied this market. They were awarded the contract for furnishing the sewer pipe for the Centennial grounds at Philadelphia, which is a very sure indication of their superiority. In the short period of eight years they have built up one of the great industries, in our city, which is a source of support to a large laboring population, and is daily contributing to our manufacturing and commercial importance.

R. Q. TAYLOR,

(Page 158,)

Has erected for his business at the old stand an establishment which for elegance and completeness is not surpassed anywhere. It is truly a model in its architectural beauty and proportions. The fixtures and interior decorations are finished with exquisite taste, excelling anything we have hitherto had in Baltimore in his department. It is a complete success, for which he is to be congratulated. He deserves the thanks of the community for such an improvement as this, as it is a grand step in that species of advance which Baltimore greatly needs, and which we hope to see extensively imitated. For his house we have only the highest encomiums. He commenced in April, 1843, and has established a business and a reputation which are gratifying to himself and our citizens.

COMMERCIAL AND FARMERS' NATIONAL BANK OF BALTIMORE,

Corner of Howard and German Streets.

Chartered by the State of Maryland 1810. Organized as a National Bank 1865.
Capital, $512,560—Surplus, $114,000.

President, JESSE SLINGLUFF; Vice President, JOSEPH H. RIEMAN,
Cashier, JOHN D. EARLY.

DIRECTORS.

Jesse Slingluff,	Augustus J. Albert,	William Carmichael,
Joseph H. Rieman,	William Devries,	W. G. Bansemer,
G. A. Von Lingen,	John Cushing,	W. J. H. Watters.

EXECUTIVE OFFICERS SINCE ITS ORGANIZATION IN 1810.

Presidents.		*Cashiers.*	
Joseph H. Nicholson,	1810.	Geo. T. Dunbar,	1810.
Isaac Burneston,	1817.	Trueman Cross,*	1842.
Wm. W. Taylor,	1821.	John D. Early,	1876.
Charles Bohn,	1832.		
Jacob Albert,	1836.		
Eli Clagett,	1846.		
Thos. Meredith,	1848.		
Jesse Slingluff,	1854.		

*Connected with the Bank for more than fifty-one years.

THE FIRST NATIONAL BANK OF BALTIMORE,

No. 8 South Gay Street.

J. S. NORRIS, President. THOMAS KELSO, Vice President.
E. K. HOLTZMAN, Cashier.

DIRECTORS.

W. E. Hooper,	George Small,	Horace Abbott,
J. S. Norris,	S. M. Shoemaker,	Joseph Friedenwald,
William J. Albert,	Thomas Kelso,	John G. Cockey.

See page 261.

Maryland Britannia and Gold and Silver Plate Works,

ESTABLISHED 1850.

HOLMES BROS. & CO., Successors of William Holmes,

OFFICE AND FACTORY:

Nos. 50 & 52 N. HOLLIDAY ST., BALTIMORE.

Orders left at No. 8 N. Charles street will receive prompt attention. See page 200.

YORK RIVER LINE.

See page 447.

Daily Line in effect on this Route on and after August 22d, 1876.

THE WESTERN MARYLAND RAILROAD.

In our special article on this road, pages 344-5, we stated that its two great necessities were proper terminal facilities and a centrally located depot. Under its energetic management these have been secured. A handsome and spacious depot with every accommodation for freight and passengers has been erected on Hillen and Exeter streets, and permanent arrangements made with the Baltimore and Potomac and Union Railroads, for the use of the two tunnels, giving it a tide-water terminus at Canton. The road, with these increased facilities, has shown rapid improvement and gives promise of fulfilling the expectations of its founders. The Western connections to which allusion was made in the former article are in a fair way of being effected, and other important ones are to be made with the Shenandoah Valley Railroad, to a junction with the Chesapeake and Ohio Railroad, at Staunton, Va; the Harrisburg and Potomac Railroad, running the entire length of the Cumberland Valley, from Harrisburg to the line of the Western Maryland Railroad, and the Hanover Branch, opening a new short line from Harrisburg via Hanover and Reisterstown to Baltimore, thus making an all rail route for the Reading coal to Baltimore and tide-water. These routes are being surveyed and graded as rapidly as the enterprise and judgment of the gentlemen in charge approve, and we may expect ere long to see them in full operation. The President, J. M. Hood, Esq., and the other Officers and Directors have accomplished a great work for Baltimore in their successful administration of this road.

HENRY McSHANE. JOHN McSHANE.

THE

McSHANE BELL FOUNDRY,

HENRY McSHANE & CO., PROPRIETORS,

MANUFACTURES THOSE CELEBRATED

CHURCH, ACADEMY, CHIME, COURT HOUSE,

AND OTHER

BELLS,

Of Genuine Bell Metal, (Copper and Tin,)

Patent Rotary Mountings, the Best ever Invented.

All Bells warranted satisfactory. Price List and large Illustrated Circulars sent free
Address

HENRY McSHANE & CO.

Nos. 147--161 North Street,

BALTIMORE, MD.

MARCUS R. JONES, Superintendent.

See page 203.

THE CALVERT SUGAR REFINERY.

Reference to page 113 shows the engraving of this celebrated Refinery. In regard to its size and the completeness of the machinery and facilities for refining and shipping, it has no superior in the United States. The troubles through which it has passed have been rectified by the reorganization of the company, comprising some of our most prominent and judicious business men, with a capital of $500,000. The Directors, fully appreciating the situation and needs of the Refinery, are managing it with great care and judgment. They have appointed efficient officers, who are placing it upon the best basis for utilizing its vast capabilities. This concern is of immense importance to Baltimore, and in its thorough reorganization every citizen is interested; and the whole trade of the city should encourage and contribute to its success. It is one of our giant forces which we cannot spare. Officers—Samuel P. Thompson, President; William Cunningham, Secretary and Treasurer. Directors—Saml. P. Thompson, Enoch Pratt, Jos. H. Rieman, Henry James, John E. Hurst, Henry Janes, Thomas Deford. Office—66 S. Gay street.

THE BALTIMORE STEAM SUGAR REFINERY OF MESSRS. WOODS, WEEKS & CO.,

Whose engraving is on page 112, is one of those characteristic enterprises which are the pride of our city. It has made a most honorable record in the commercial history of Baltimore, and through all the changes and vicissitudes of its contemporary trade, the firm has maintained the highest reputation and credit. They manufacture all grades of Refined Sugars and Syrups, and their facilities for supplying the trade of the country are not surpassed by any other Refinery. They offer inducements in quality and price to dealers to trade with Baltimore in sugars and syrups at least equal to Philadelphia, New York and other markets. This is one of the houses which have extended the high character of Baltimore, and whose correspondence has greatly awakened public attention and drawn to us a large custom from distant quarters.

TO THE YOUNG BUSINESS MEN OF BALTIMORE.

Though my work has an interest for the general reader, it has a peculiar fitness for your use. Realizing, from a long business experience, the difficulties with which we have to contend in our competition for the trade of the country, I have endeavored to compile the information and present it in such a combination and form, as to constitute it a valuable, and I trust it may prove a necessary aid to you, upon whom the future of Baltimore largely depends. The exhibition of the facts, the short mementoes of some of our noble men and merchants who have passed away, I hope may contribute to the development of your business character, and give you a more comprehensive knowledge of the great resources and forces of your own city, by which you may more successfully urge its claims upon the country. A *complete* business man not only thoroughly understands his own special department, but acquaints himself with all the facts, resources, advantages and capabilities which his city possesses; knows what forces are being employed, what results produced, what others are doing, what they are contributing to the general character of his city as a trading centre; knowledge of this sort is not only expansive of character, but makes an immediate return. To a young man soliciting custom in his particular branch, thorough understanding of the market in all departments is of paramount importance. Buyers cannot be brought to a city to any great extent by the inducements of a single house or branch of the trade. Salesmen and solicitors must be intelligently informed of all the industries and resources of the city, so that they may forcibly and convincingly represent its commercial importance and secure the patronag

of the *general* trade. If a young man confines his view and knowledge to his own special line, he will attain but a stunted growth and be a narrow man, without that influence and respect which are the prerogative of every good business man to enjoy.

You, who are now the young men of the city, must soon occupy the posts of importance in its affairs and take the reins into your hands. It becomes you therefore to fit yourselves for the responsibility which awaits you.

I am confident that this book in your possession will greatly assist you in attaining the necessary knowledge of our city, and success in your immediate efforts in behalf of the houses in whose employ you are and whom you represent abroad. Such information as is here presented in detail and in combination, cannot fail to make your services vastly more valuable to them as well as to yourselves.

Respectfully, GEO. W. HOWARD.

CONCLUSION.

The labor connected with such a work as this none can fully appreciate but those who have performed it. Hence we do not propose to recite the months of incessant toil in gathering facts and information from sources near and remote, many of which were at first inaccessible. The utmost care has been exercised in the collation and presentation of the matter in the work, especially that relating to the commercial situation of Baltimore; and no expense has been spared to make it not only acceptable to the general reader, but in the highest degree valuable to our tradesmen, manufacturers and financial institutions. The book is mainly designed to furnish the most authentic information concerning the facilities and resources of our city, which will awaken a more comprehensive spirit of enterprise at home, and increase patronage and favor from abroad. It also aims to direct attention to our vast capabilities and resources, many of which are as yet undeveloped, and to *utilize* more thoroughly the facts which demonstrate our superiority as a commercial and manufacturing city.

No city in the United States of similar proportions to Baltimore is as little known and understood, as every one who has traveled much can testify. A very low estimate is placed on her capabilities, compared with New York and other cities, by the country at large. This is due to our *neglect* of the *proper utilization* of facts. Impelled by a just motive of commercial gain, they have availed themselves of every channel, especially the *printing press*, through which to secure the notice and patronage of the country; we, resting unwisely on the supposition, that others would *seek* our hidden possibilities, have neglected to inform the world of our resources and advantages, even where we may *justly* claim superiority.

Among the great difficulties which obtained in the prosecution of this undertaking, not the least was the inability of many, and the unwillingness of others, to recognize or accept those facts which lie beyond their narrow range of observation. Perched on the mole-hills which their *terrene efforts* have raised, conceited with the idea that their view embraced the whole horizon, they could not be induced to ascend the altitudes from which they might observe the magnitude and grandeur of the true economy of things, and to understand the relations existing throughout the whole. The wheels of commerce would run more smoothly, the hammers of mechanics beat without intermission, the social and civil economy present fewer disorders, if all men would appreciate the relations they sustain to each other and freely discharge the obligations which inhere in those relations. No one man is unrelated to the rest; it is the combination of interests and enterprise that gives strength and proportions to communities. The author emphatically expresses his gratefulness to those who have encouraged him with their sympathy and influence, and especially to his patrons who compose so valuable a portion of our business men, and are contributing most largely to the growth and importance of Baltimore.

REMOVALS.

Methodist Episcopal Book Depository, to 168 W. Baltimore street.
L. W. Gunther, to "Gunther Building," S. Gay street.
Gambril, Sons & Co., to "Gunther Building," S. Gay street.
A. Schumacher & Co., to "Gunther Building," S. Gay street.
H. Sanders & Co., (Sanders & Stayman,) to 15 N. Charles street.
Stickney Iron Company, (office,) to 11 S. Gay street.
Troxell, Handy & Greer, to 237 W. Pratt street.
Baltimore American, to new building, corner of Baltimore and South streets.
Stewart & Co., to 46 S. Howard street.
Geo. P. Thomas & Co., to 387 W. Baltimore street, corner of Paca.
Johnson, Sutton & Co., to "Slingluff Block," N. E. corner Baltimore and Howard streets.
Henry Bogue & Son, to 244 W. Baltimore street.
E. M. Lazurus & Co., to corner of Holliday street and Exchange Place.
Seim & Emory, to 40 and 42 German street.
The Safe Deposit and Trust Company, to new building, South street, (page 451.)
J. D. Kremelberg & Co., *Austrian Consulate*, to 31 German street.

CHANGES IN FIRMS.

Jno. J. & S. J. Hurst, dissolved; continued by Hurst, Miller & Co., 252 W. Baltimore st.
Perry, Clark & Co., succeeded by Clark, Perry & Hohman, 9 N. Charles street.
David W. Glass & Co., dissolved. D. W. Glass & Co., at 19 S. Charles street; Marcus Wolf at old stand, 7, 9 and 11 Sharp street.
Wheelwright, Mudge & Co., succeeded by Dobler, Mudge & Chapman, S. E. corner of Lombard and Sharp streets.
Cushing & Medairy, succeeded by Medairy & Bowers, 6 N. Howard street.
A. Werker & Krug, dissolved; succeeded by Gustav Krug, S.W. cor. Saratoga and Jasper sts.
George & Jenkins, dissolved; Philip T. George & Son, Samuel E. George, continue in the same line at 94 W. Lombard street, as P. T. George & Co. T. Robt. Jenkins & Son, Frank X. Jenkins, continue at 48 South street.
Drakeley & Fenton, dissolved; succeeded by Hinman & Newcomb, 1 and 3 S. Paca street, corner of German.
Lamb & Kemp, dissolved; succeeded by George M. Lamb & Bro., 57 South street.
John Gill & Co., continued as Gill & Fisher, 29 South street.
Chas. A. Gambrill & Co., composed of R. G. Macgill, P. H. Macgill, A. Gambrill, H. C. Corner, G. C. Hilt. See page 132.
Robt. Moore & Bro., now Robert Moore, Hughes & Co., 233 W. Baltimore street.
Mackenzie Bros., dissolved. Geo. N. Mackenzie & Co., 18 S. Charles street; C. T. & C. B. Mackenzie, 338 W. Baltimore street.
Poultney, Trimble & Co., continued by Trimble & Kleibacker, 200 W. Baltimore street.
Brown, Lancaster & Co., dissolved, continued by Brown & Lowndes, 17 German street.
John H. Haskell associates his son J. H. H., Jr., as John H. Haskell & Son.
Pitcher & Wilson dissolved. Wm. H. Pitcher and son, 4 S. Paca street; Young O. Wilson, 1 N. Paca street.
Keith & Kelso dissolved. John R. Kelso, Jr., 23 S. Charles street; Edward M. Keith, 25 S. Charles street.
Ammidon & Co. succeeded by D. F. Haynes & Co., at old stand.
Russell & Alger succeeded by Benjamin Russell at old stand.
Sam'l. G. B. Cook associates J. Glenn Cook, Chas. H. Wier and John K. Wilson as Sam'l G. B. Cook & Co., 5 and 7 German street.
Wilson, Burns & Co., present partners Francis Burns, Jr., F. H. Burns, Joseph S. West.
James W. Geddes; now James W. Geddes & Co., (William Mentzel.)

D. W. GLASS, General. DANIEL MILLER, Special.

D. W. GLASS & CO.

Wholesale Paper Warehouse,

19 S. CHARLES STREET, BALTIMORE.

NEW YORK OFFICE, 28 and 30 Reade Street.

PHILADELPHIA OFFICE, 128 N. Front Street.

IMPORTERS AND MANUFACTURERS' AGENTS OF

Foreign and Domestic Stationery,

SOLE PROPRIETORS OF THE CELEBRATED

TREASURY, MONUMENTAL AND SENATE

PAPERS.

Paper of every description made to order.

HEAD-QUARTERS

For Envelopes, Blank Books, Slates, Pens and Pencils.

NOTICE TO WHOLESALE TRADE.

Representing leading European and American Manufacturers, controlling special lines, importing directly through our own buyer in European markets, we are prepared to offer inducements not heretofore extended to the trade. The Head of our House having recently made arrangements in Europe, we will take import-orders at a small commission and ship goods direct. We will be pleased to give quotations or send catalogue. Soliciting a call or order, We are respectfully, D. W. GLASS & CO.

THE LORDS PROPRIETARY OF MARYLAND.

George Calvert, (see page 7,) First Lord Baltimore.
Cecilius Calvert, Second Lord Baltimore, - 1632
Charles Calvert, Third Lord Baltimore, - 1675
Benedict Leonard Calvert, Fourth Lord Baltimore, - - - - - - - - - 1715
Charles Calvert, Fifth Lord Baltimore, - 1715
Frederick Calvert, Sixth and last Lord Baltimore, - - - - - - - - - 1751
Henry Harford, Esq., Last Proprietary, 1771-1776

THE COLONIAL GOVERNORS.

Proprietary Governors.

1633—Leonard Calvert.
1647—Thomas Green.
1649—William Stone.
1654—Commissioners under Parliament.
1658—Josiah Fendall.
1661—Philip Calvert.
1662—Charles Calvert.
1667—Charles, Lord Baltimore.
1678—Thomas Notely.
1681—Charles, Lord Baltimore.
1685—William Joseph, Pres. of Deputies.
1689—Convention of Protestant Association.

Royal Governors.

1692—Sir Lionel Copley.
1693—Sir Edmond Andros.
1694—Francis Nicholson.
1699—Nathaniel Blackistone.
1703—Thomas Tench, Pres.
1704—John Leymour.
1709—Edward Lloyd, Pres.
1714—John Hart.

Proprietary Governors.

1715—John Hart.
1720—Charles Calvert.
1727—Benedict Leonard Calvert.
1732—Samuel Ogle.
1733—Charles, Lord Baltimore.
1735—Samuel Ogle.
1742—Thomas Bladen.
1747—Samuel Ogle.
1752—Benjamin Tasker, Pres.
1753—Horatio Sharpe.
1769—Robert Eden.

COLONIAL POPULATION OF MARYLAND.

1634	about 200	1671	20,000	1748	130,000
1660	12,000	1701	30,000	1756	154,188
1665	16,000	1715	50,300	1776	about 200,000

GOVERNORS OF THE STATE OF MARYLAND.

When Elected.

Thomas Johnson,	1777	Chas. Ridgeley of Hampton,	1815	E. Louis Lowe,	1850
Thomas Sim Lee,	1779	Charles Goldsborough,	1818	T. Watkins Ligon,	1854
William Paca,	1782	Samuel Sprigg,	1819	T. Holliday Hicks,	1857
William Smallwood,	1785	Samuel Stevens, Jr.,	1822	Augustus W. Bradford,	1861
John Eager Howard,	1788	Joseph Kent,	1825	Thomas Swann,	1865
George Plater,	1791	Daniel Martin,	1828	Oden Bowie,	1867
John H. Stone,	1794	Thomas King Carroll,	1829	William Pinkney Whyte,*	1871
John Henry,	1797	Daniel Martin,	1830	James B. Groome,	
Benjamin Ogle,	1798	George Howard,	1831	John Lee Carroll,	1875
John Francis Mercer,	1801	James Thomas,	1832		
Robert Bowie,	1803	Thomas W. Veazey,	1835	*Governor Whyte, having been elected to the U. S. Senate, resigned the Gubernatorial office, March 4, 1874, when Gov. Groome was elected to fill the vacancy.	
Robert Wright,	1806	William Grason,	1838		
Edward Lloyd,	1809	Francis Thomas,	1841		
Robert Bowie,	1811	Thomas G. Pratt,	1844		
Levin Winder,	1812	Philip Francis Thomas,	1847		

MAYORS OF THE CITY OF BALTIMORE.

When Elected.

James Calhoun,	1797	Samuel Smith,	1835	John Smith Hollins,	1852
Thorowgood Smith,	1804	Sheppard C. Leakin,	1838	Samuel Hinks,	1854
Edward Johnson,	1808	Samuel Brady,	1840	Thomas Swann,	1856
George Stiles,	1816	Solomon Hillen,	1842	Geo. Wm. Brown,	1860
John Montgomery,	1820	James O. Law,	1843	John Lee Chapman,	1861
Jacob Small,	1826	Jacob G. Davies,	1844	Robert T. Banks,	1867
William Steuart,	1830	Elijah Stansbury,	1848	Joshua Vansant,	1871
Jesse Hunt,	1832	John H. T. Jerome,	1850	Ferdinand C. Latrobe,	1875

INDEX TO ADVERTISEMENTS.

Washington, D. C.

	Page.
THE EBBITT, C. C. Willard,	369
HARVEY'S RESTAURANT,	370
HARVEY & HOLDEN,	370
KNIGHT BROTHERS, (Patents,)	370
JOHNSON, LEWIS & Co.	370

Baltimore.

	Page.
ALBERT, A. & H. J.	388
APPLEGARTH, RUFAS W.	419
ARMIGER, R. & SON,	405
ALLEN, JOHN H., Sup't,	423
ATLANTIC HOTEL, (Norfolk,)	446
ALBERT BROTHERS,	455
BAKER, R. J. & Co.,	395
BUSEY, N. H.,	422
BALTIMORE COAL TAR COMPANY,	397
BROWN, ALEX. & SONS,	412
BROWN BROTHERS & Co., N. Y.,	412
BROWN & BRUNE,	418
BALDWIN, ROBERT,	418
BONAPARTE, CHARLES J.,	419
BOND & TIDY,	419
BOYCE, JAMES,	398
BATES, JAMES,	399
BOARD OF TRADE,	400
BROWN, GRAVES & Co.,	402
BENSON, C. W., M. D.,	411
BALTIMORE COLLEGE OF DENTAL SURGERY,	433
BARNUM'S CITY HOTEL,	445
BARTLETT, ROBBINS & Co.,	443
BENNETT, BENJ. F.,	452
BURNS & SLOAN,	455
BALTIMORE DAILY NEWS,	474
BALTIMORE WECKER,	475
BEE, THE,	474
BALTIMOREAN,	474
BALDWIN, E. FRANCIS,	474
COAKLEY BROTHERS,	388
CORN AND FLOUR EXCHANGE,	400

	Page.
MARYLAND LYING-IN HOSPITAL,	432
MCMURRY, LEWIS & CO.,	442, 443
MATTHAI, INGRAM & CO.,	444
MAGNE, H.,	450
MAXWELL, F. G. & CO.,	454
MANSION HOUSE HOTEL,	444
MCSHANE BELL FOUNDRY,	475
MCSHANE, HENRY, & CO.,	478
NATIONAL BANK OF BALTIMORE,	472
NEEDLES, JOHN & SON,	389
NEWCOMER & CO.,	402
NICHOLSON, J. J. & SONS,	413
NEILSON, J. CRAWFORD,	429
ORTWINE & ROBINSON,	398
OULD, PERRY,	473
PEABODY HEIGHTS,	420
POPE & OWENS,	401
PHELPS & FINDLAY,	419
POLYTECHNIC INSTRUCTION,	423
POOLE & HUNT,	441
PITCHER, WM. H., & SON,	454
PACKIE, A., & SON,	474
RENWICK, R., & SONS,	386
REMINGTON, E., & SONS,	393
ROCHE, MICHAEL,	398
ROBINSON, E. W.,	399
RIEMAN, WM. J., & SONS,	401
RINEHART, CHILDS & CO.,	402
RENNERT HOUSE,	445
REESE, T. M., & SONS,	403
REINHARDT, WM. H.,	404
REIP, J. HENRY,	405
RENSHAW, JOSEPH,	408
RUSSELL, E. WALTON,	410
ROGERS, HENRY W.,	421
RIGGS & PEABODY,	434
RANSTEAD, CHAS,	440
ROBINSON, JOSHUA,	405
RUSSELL, BENJAMIN,	450
REGESTER, JOSHUA, & SONS,	455
RICHMOND AND YORK RIVER LINE,	447
SPENCER, E. N.,	388
SISCO BROTHERS,	388
SHIPLEY, R. C., & CO.,	389
STRAUSS BROTHERS,	390
SHIPLEY, ROANE & CO.,	391
SINCLAIR, R, & CO,	395
STARR, B. F., & CO.	399
STABLER, JORDAN,	403
SMITH, HANWAY & CO.,	410
SMITH, PIERSON & WEST,	411
SCARLETT, W. G.,	411
SLINGLUFF & SLINGLUFF,	418
STEVENS, F. P.,	429
ST. GEORGE'S HALL,	429
SCHMIDT & TROWE,	435
SISSON, HUGH, & SON,	440
SAFE DEPOSIT AND TRUST COMPANY,	451
STALLINGS, J. W., & CO.,	453
SHANKS, THOMAS,	455
THOMAS, JOSEPH, & SON,	409
THOMSEN & MUTH,	410
TAYLOR, GEO. W.,	425

	Page.
CASSARD BROTHERS,	401
COURTNEY, R. & BRO.,	404
CHAMPAYNE, H. R,	407
COLLEGE OF PHYSICIAN AND SURGEONS,	431
CARSON, DAVID, & SON,	453
"CARROLLTON," R. B. Coleman & Co.,	444
COMMERCIAL AND FARMERS' BANK,	477
DURBORROW, J. C., & CO.,	395
DIX & WILKINS,	407
DAVIS, W. E. & CO,	409
DENNY, JAMES W.,	418
DALLAM, H. CLAY,	419
DUNCAN, R. M.,	421
DULANEY, WM. J. C. & CO.,	455
EMMART & QUARTLEY,	424
FIRST NATIONAL BANK OF BALTIMORE,	477
FRANKLIN BANK,	413
GAITHER GEO. R.,	390
GAULT, M., & SON,	397
GAZETTE, THE.	475
GEIGER, E L. H.,	405
GILL, GEO. M.,	418
GILL, JOHN, JR.,	418
GLASS, D. W., & CO.	482
GUEST, GEO., SON & MARRIOTT,	421
GUNTHER, L. W., (Illustration,)	426
GUY MONUMENT HOUSE,	444
HUTZLER BROTHERS, Illustrated,)	389
HISER, JAMES H. F.,	404
HICKS, GEO. C & CO., (Illustrated,)	406
HETZELL, JOHN G.,	408
HARRIS, J. MORRISON,	418
HICKS, GEO. C., & CO,	476
HIGGINS, EDWIN,	418
HEUISLER, J. S., & SON,	419
HILL, THOMAS,	421
HOLMES BROS. & CO.,	477
HOPKINS, J. SETH, & CO.,	425
HOWARD HOUSE,	445
IMPROVED PLASTIC SLATE ROOFING, H. NOBLE & CO.,	397
JENKINS. HENRY W., & SON,	387
JUNGHEIN & BURKHARD,	390
JENKINS, T. ROBT., & SON,	392
JENKINS, ED., & SONS,	407
JOHNSON, REVERDY,	418
KRUG, GUSTAV,	408
KERR, CHAS. G.,	418
KING, JOHN C.,	419
KEEN & HAGERTY,	404
LAWSON, ROBERT, & CO.,	454
LAZEAR, JESSE, & CO.,	402
LATROBE, JOHN H. B.,	418
LONEY, HENRY D.,	419
MARSHALL, JOHN E.,	399
MACKENZIE, GEO. N. & CO.,	407
MARION, A. N.,	411
MERCANTILE AGENCY, R. G. DUNN,	411
MERCHANTS' NATIONAL BANK,	413
"METHODIST." N. Y.,	427
MARYLAND WHITE LEAD COMPANY,	472

	Page.
UHLER, E., JR.,	408
TAYLOR, R. Q.,	476
WILSON, YOUNG O.,	453
WYMAN, BYRD & Co.,	390
WEATHERBY, J., & SONS,	396
WOOD, W. E., & Co.,	397
WOLFSHEIMER, S.,	399
WAIDNER, H. A.,	404
WOLF, MARCUS W., & Co.,	425
WATTS & Co.,	428
WASHINGTON UNIVERSITY,	430
WAGNER'S RESTAURANT,	446
YORK RIVER LINE,	477
YOUNG, JAMES,	425
ZIMMERMAN, GEO. J.,	453

FINAL INDEX.

(See other Index pages)

	Page.
Alexandria,	359
Annapolis City,	371
Academy, Naval,	376
Athol Avenue,	460
Baltimore Retort and Fire Brick Works,	476
Brown Memorial Church,	436
Brown, Mrs. George,	437
Brown, John A.,	437
Brown, George,	437
Brown, Alexander,	437
Brown, James,	437
Brown, William,	437
Baltimore Sugar Refinery,	479
Baltimore and Potomac Railroad,	448
Beechfield Avenue,	460
Bohn & Slingluff,	463
Changes of Firms,	481
Conclusion,	480
Corcoran, W. W.,	360, 365, 366
Corcoran Art Gallery, (Illustrated,)	360
Capitol, (Illustration,)	359, 361
Conservatories and Gardens,	362
Columbian University,	365
Carroll, Charles,	385
Canton Company,	449
Calvert Sugar Refinery,	479
Declaration of Independence,	385
Dinsmore & Kyle,	463
Elder & Taylor,	463
Elder, Bishop,	463
Erskine & Eichelberger,	463
Edmondson Avenue,	459
Frederick Road,	458
Fort Severn,	383
Friends' Meeting House,	457
Gilman, Daniel C., President,	473
Georgetown, City of,	365
Garrett, Robt., & Sons,	463
Gregg, Andrew, & Co.,	463
Governors of Maryland,	483
Hoffman, Samuel,	466
Howard, Samuel,	461
Hopkins & Moore,	463
Hopkins, Gerard T., & Co.,	463
Hopkins Bros. & Co.,	463
University, The Johns Hopkins,	473
Johnson, Reverdy, (Portrait,)	414
Jones, Samuel, Jr.,	464
Jones, Talbot, & Co.,	463-4
Kelso Home for Orphans,	457
Kelso, Thomas,	457
Lords Proprietary, Governors, &c.,	482, 483
Louise Home,	366
Loudon Park Cemetery,	461
Lee, Jesse,	461
Medical Museum,	365
Mount Vernon,	368
Mount Olivet Cemetery,	460
McDonald, Gen. William,	469
McConky, James,	470
Maryland Life Insurance Company,	462
Mayors of Baltimore,	483
National Observatory,	362
National Museum,	364
Northern Central Railway,	448
Oak Hill Cemetery,	366
New Orleans Picayune,	466
New Orleans Savings Institution,	465
Oyster, Fruit and Vegetables,	443
Old Business Houses,	463
Peabody Heights,	420
Phelps, Hon. Charles E.,	381-2
Parr, Israel M.,	470
Palmer, Rev. B. M., D. D., N. Orleans,	466
Removals,	481
Roberts, Rev. George C. M., D.D.,	460
St. Peter's P. E. Church,	456
Strawbridge, Robert,	461
Savings Banks,	471
Savings Bank of Baltimore,	471
Savings Bank, Eutaw,	471
Savings Bank, Central,	472
Safe Deposit Company,	473
Taylor, W. W., & Co.,	463
Tiffany, Osmond C.,	467
Washington City, (Illustrated,)	353
Washington Branch Baltimore and Ohio Railroad,	353
White House,	356
Wilkens Avenue,	458
Western and Southwestern Suburbs,	458
Webb, Abner,	463
Wilson, William, & Sons,	470
Western Maryland Railroad,	478
Young Business Men,	479

Extracts from the Press and Correspondence

CONCERNING THE FIRST EDITION.

Hon. Reverdy Johnson.

That a publication like yours cannot fail to be advantageous is evident from the information it gives the public.

The advantages belonging to our city are strikingly illustrated and must attract the attention of the people of other States and of Foreigners. The scope of this attraction will be increased in proportion as the work is distributed.

Bishop E. R. Ames, D. D., M. E. Church.

Your exhibition of our city must commend itself to every one as complete and attractive, and will gratify a lawful pride in every citizen who reads it.

While it would be difficult to specify any portion more interesting than the rest, I especially commend your portrayal of our immense commercial and mechanical resources, proving conclusively to the country that Baltimore is not surpassed by any city on the Atlantic coast in the advantages she offers to the trade. Our resources have too long been neglected, and as a city we have failed properly to utilize them. I believe that your book will awaken a higher appreciation at home, and develope a better estimation abroad, of our city.

Archbishop J. Roosevelt Bayley.

It deserves all that has been said in its praise by so many good judges, and I trust that it may be widely circulated, to the honor and advantage of our good city.

House of Representatives,

WASHINGTON, D. C., Feb. 10th, 1875.

GEO. W. HOWARD, ESQ.

Dear Sir:—Your book, "The Monumental City," &c., is not only an interesting and instructive description of the city of Baltimore, but it is a most comprehensive exhibition of her trade and vast capabilities.

The generous circulation of the Book abroad would satisfy the whole country, South and West, that Baltimore is their natural and most valuable centre of trade; and in the hands of the Members of Congress, it would by its truthful portrayal of her increasing greatness, facilitate any measures before them looking to her interests.

Yours truly,

THOS. SWANN, GEO. R. DENNIS, U. S. Senator,
WM. J. O'BRIEN, E. K. WILSON,
STEVENSON ARCHER, WM. J. ALBERT,
LLOYD LOWNDES, JR.

Rev. Richard Fuller, D. D., Eutaw Place Baptist Church.

Your elaborate work will surprise even the people in Baltimore, who have too long been ignorant of the real wealth, enterprise and true mercantile and moral greatness of their city. And yet I venture to predict that the author of such a work in the year of our Lord, 1890, will refer to this volume as a history of Baltimore yet in her earliest youth. Again I thank you for this labor of love, the details of which must have cost you a great deal of hard toil.

Rev. John Leyburn, D. D.

Your exhibit of the present activities of the city will no doubt excite surprise among our own people, as well as at a distance; but it should prove a source of deep gratification and laudable pride to every Baltimorean, and at the same time awaken renewed zeal and enterprise to attain the vastly larger prosperity which is evidently so practicable. Not only the heads of business houses, but the young men, the prospective leaders of future years, should "read, ponder and inwardly digest" the food for thought and high purpose which you have so skillfully provided.

If Baltimore is to become the emporium for which her advantages adapt her, *she must take the trouble* to let the world know the extent and variety of her resources.

BALTIMORE, Feb, 12, 1874.

GEO. W. HOWARD, ESQ.

Dear Sir :—As representatives respectively of the Union Merchants' Exchange and the grain interest of St. Louis, we are visiting Baltimore for the purpose of effecting more intimate and extensive relations between these two great cities in the trade; and having seen your admirable work, "The Monumental City," &c., in the West, we take the occasion of our visit to express our gratification with it, and to say that its circulation throughout the Western country would greatly contribute to the very object we have in view, and to a much wider expansion of the *general trade* with your noble city.

Yours respectfully, U. J. LIVINGSTON, *Chief Grain Inspector, St. Louis.*
THEO. BARTHOLOW, *Of the firm Nanson, Bartholow & Co.*

Hon. Wm. Pinkney Whyte, of Maryland.

A careful examination of "The Monumental City," &c., satisfies me that great advantage would result to our city, by a free circulation of it in all parts of the country.

A knowledge of the resources and the growing trade of Baltimore, and the enterprise of its manufacturers, and best of all, the great reliability and integrity of its people cannot fail to attract both population and capital.

I am quite sure that no means can be better suited to accomplish this result than the spread of the information contained in this book.

Hon. Joshua Vansant, Mayor.

Viewing the book as a work of art, in its engraved illustrations and fine typography, it reflects credit upon the artists, that contributed to adorn its pages, but much more praise is due him, who conceived the idea of putting forth a work, which as a matter of public utility, is an adjunct to the industrious enterprise of the people of our noble city, and presents the energy, perseverance and capacity, that rendered the measure effective.

The book is substantially and essentially useful, and should be laid upon the parlor table and the business desk of every citizen of Baltimore.

Hon. J. Morrison Harris.

I have examined it with care and am not only greatly interested but astonished to realize from its disclosures and array of carefully compiled statistics, the extent of the business resources and advantages of our city. I had no idea whatever of the completeness of our ability to supply the demands of the most extensive business in the staples of trade, nor of the great development of manufacturing industries in our midst. I think you have rendered all classes of your fellow-citizens a most valuable service by your publication, and that the widest circulation should be given to it, especially throughout the West and South, where its perusal is calculated to have the most beneficial effect in the enlargement of our trade.

Henry C. Smith, of Tucker, Smith & Co., President of the Shoe and Leather Association.

I am fully impressed with its importance as a valuable means of introducing to the American people the unrivalled resources which Baltimore possesses as a manufacturing and commercial city, and it is all important to make the facts known throughout the country in order to induce capital and skilled labor to seek our beautiful, healthful and centrally located city, as a desirable field for their profitable employment.

It has often surprised and annoyed me, to find in traveling South and West such a want of knowledge in regard to these facts, and I have many times thought that we needed just such a Work as yours, in order to present the facts which "The Monumental City" contains.

I. O. O. F. Office Cor. and Rec. Secretary R. W. G. L. U. S.

Baltimore owes you a lasting obligation for presenting to the world all such elements of her wealth and power and general prosperity, for the moral elevation of a people is no less an evidence of greatness, than commerce and the arts, agriculture, manufactures, letters and Religion itself; since there can be no true religion without morals as its basis.

Your Book will open the eyes of people abroad, who have very vague and barren opinions of Baltimore, and contribute largely to a general enlightenment, which cannot fail to produce great good for our grand city.

Very respectfully yours,
JAS. L. RIDGELY, Cor. Sec'y.

Wm. Devries, of Wm. Devries & Co.

Your exhibition of Baltimore's industrial and commercial character and relations, is surprising even to our best informed business men, since their observation has been confined mainly to their own departments; and until the appearance of your Work they had no means of comprehending its entire trade and resources.

A commercial experience in Baltimore of more than forty years, has taught me that the radical error of the past is this, *we as a city* have neglected to make known through appropriate channels our unsurpassed facilities.

John T. Morris, Esq. President of Board of Commissioners of Public Schools,

I have examined the "Monumental City, Its Past History and Present Resources," with great pleasure and cordially commend it to the attention of every citizen of Baltimore.

The past history of our city is full of interest and instruction, and its present resources, as shown by you, indicate what its future may be, if we properly appreciate our position and opportunities. Your work will be of special value to our city, if it can be extensively circulated throughout the country.

Hon. A. M. Waddell, Member of Congress, Third Congressional District, North Carolina.

Accept my thanks for the very interesting account of "The Monumental City," &c., which I found a day or two ago, on my return home.

It is a very interesting contribution to the history of American civilization, and a monument to the enterprise and industry of the author.

Rev. Cyrus Dickson, D. D., Presbyterian Mission House, No. 23 Centre Street, New York.

I have read it carefully, and with a pleasure quickened by the memories of fourteen years' happy residence in Baltimore.

It is a grand compend of the past history, present resources, and future progress of the metropolis of Maryland and Queen of the Chesapeake.

Many things of which I had a very vague knowledge are here put into permanent form, and will furnish a treasury of valuable information to all parts of the country.

Hon. Charles E. Phelps.

The sketch of Washington City and its environs is the most successful effort which has come under my notice to present in a popular and attractive style valuable information concerning *all* points of interest in connection with the seat of the National Government. * * * *

In point of style it is a literary gem possessing a vivacity and polish which distinguish it from any work of the kind yet offered to the public.

From the Sentinel, Milwaukee.

We have received a considerable volume entitled "The Monumental City: Its Past History and Present Resources." The author, Mr. Geo. W. Howard, makes an interesting review of the past progress of Baltimore, and indulges in prophecies as to her future with an enthusiasm which the reader must largely share. That city owes much to Mr. Howard for this comprehensive volume.

From the Richmond Dispatch, Virginia.

This is the title of a book which will be interesting to business men and of value to Baltimore. It is the history of one of the most enterprising and prosperous cities in the Union. Baltimore has had a career beset with difficulties. Her example may be studied with benefit by other cities. The history presented in Mr. Howard's book well shows the triumphs of that city.

From the Religious Herald, Richmond.

Baltimore is a great and prosperous city. The volume before us contains not only its early history, but a finely illustrated account of its public buildings and its spacious factories. The volume is highly creditable to its author and to the city which it describes. It is interesting to the general reader and *very valuable to business men*, who desire to be thoroughly informed of the manufactures and trade of the Monumental City.

From the Rural Messenger, Petersburg, Va.

It contains a mass of valuable information in relation to the city of Baltimore, presenting its resources and development in a new and attractive light, naming many of its prominent business houses, and giving at the same time illustrations of the public works and a large map of the city. The writer has done a good work for the city, and deserves the thanks of the public.

From the Wytheville Dispatch, Virginia.

To the citizens of Baltimore we can say that never before have your commercial interests, the extent of your trade and your wonderful business advantages, been so prominently placed before the people of the United States.

From the Sacramento Union, California.

There is nothing in regard to the early history of this noted city that is interesting to know, and nothing in regard to its extended resources, improvements and advantages at this day, but can be found described to the minutest detail in this book, which cannot but be perused with pleasure and instruction to the general reader, as well as by those who have the satisfaction of having been residents of old Baltimore.

Brantz Mayer, Lt. Col. U. S. Army.

[Author of "Mexico as It Was and Is," "Mexico; Aztec, Spanish and Republican," &c., &c.,]

BALTIMORE, July 13th, 1875.

GEORGE W. HOWARD, ESQ.

Dear Sir:—I thank you very much for the handsome volume of Baltimore's "Past History and Present Resources," which you kindly sent to me. I read it with interest and instruction; and as I went over much of the ground some years ago, I can bear witness to your accuracy on the matters with which I am best acquainted.

Having lived for the last four years and a half in California, and observed closely the development of the Pacific States, I am impressed by the great importance to our city of a *broadcast distribution of your Book over the whole Pacific slope, including California, Nevada, Oregon, and even Arizona.* The population of that region is the most eager and energetic I over dwelt among. It is always striving for wealth, and, of course, is prompt to open fresh and cheap channels of supply, as well as to find markets for its productions. These productions—especially of California and Oregon—are, as you know, marvellous in quantity and variety. One of its favorite modes is "Advertising." It knows the value of the Press. It not only uses the city and country papers, but nowhere do I remember to have seen such quantities books, maps, circulars, pamphlets, prospectuses and handbills, displaying the wares and industries, the prospects and advantages of various cities and States, as cover the tables and desks of Oregon, Nevada and California. These are not mere *puffs*, but mean and actually produce business, and that too just in proportion as they are skillfully prepared to attract and convince the keen readers they address. It is the way in which the attention of such an active society is reached, arrested and controlled. I am sorry to say I do not recollect having seen, anywhere, even a handbill from Baltimore.

Now, it seems to me, knowing these things as I do personally, that just such a publication as yours—serious and not clap-trap—a publication addressing itself authoratively to intelligent business men, must be extremely useful to Baltimore on the Pacific. For instance—cheap, quick transportation between the seaboards of the two sides of the continent is one of the main problems of Californians. Manufacturers, farmers, traders, importers are all alert on the subject.

I believe, (and I have so said and *published* in California,) it is *demonstrated* that Baltimore's *central geographical position*—so skillfully availed of by our own great Railway Company—is *nearer* to the Pacific coast, and certainly to its sea-going steam transportation at Sacramento, Vallejo, and San Francisco, than any other of the great importing cities of the Atlantic coast. This valuable freight-cheapening fact is alone worth the cost of placing thousands of your Books in the hands of business men of all classes on the Pacific. But, short, quick, transportation is not all that is needed. They want clear, truthful information as to what you grow, what you import, what you manufacture, and who sells, and how you sell your commodities.

Cities grow rich by trade, but no cities have ever grown rich *on freights* alone. Freight augments the wealth of the transporter; but, all the facilities and good designs of transportation in the world will never enrich a city *or* the carrier of freight, if the citizens do not second the transporter's efforts by mercantile capital and enterprise. That mercantile enterprise must be brought properly and steadily to the knowledge of purchasers everywhere, especially in a country of eager competition like ours.

I am induced to make these remarks, because, during my long stay and travel on the West coast, I have so often been mortified to see how little Baltimore and its business are known in California and Oregon. One hears very little of any Eastern city but New York. If our business men do not personally

push their trade *to* California. give Californians the information of what you have and what you can do, and they will soon begin to push their trade to Baltimore. That would be a victory which I am sure you would be proud to help to achieve. I am, dear sir, very respectfully, your obedient servant.

BRANTZ MAYER.

Brown & Brune, Attorneys and Counsellors at Law.

From your long and great experience as a business man in Baltimore, you are well fitted to comprehend and exhibit its vast and constantly expanding commercial, manufacturing and industrial enterprises, and to present to our attention the energetic men engaged in promoting them. This information you have in your book, very pleasingly connected with a sketch of the past history of our city, and with a very complete account of its many and interesting Religious, Scientific and Charitable Institutions. * *

I am very truly your friend, F. W. BRUNE.

GEO. W. HOWARD, ESQ.

Wm. W. Taylor, President National Union Bank of Maryland.

"The Monumental City," &c, disclosing succinctly, but with remarkable perspicuity and intelligence, the "past history and present resources" of Baltimore, whose progress and popularity cannot be more surely advanced, than by the diffuse circulation of the profitable information compiled by you with such laborious skill and patience.

B. F. Newcomer, President Safe Deposit and Trust Company.

"The Monumental City, Its Past History and Present Resources," which has proven to me a source of much information as well as most agreeable entertainment, and exhibits on your part, in its compilation, a degree of research and persevering energy that I trust may be appreciated by your fellow-citizens, and especially by the Councils of the City in such substantial manner as will not only benefit you, but will enable the whole City to reap the advantages of so valuable a work.

Rev. Julius E. Grammer, D. D., P. E. Church.

No foreign guide-book of a single city surpasses yours, and the contrast between Baltimore of 1752 and Baltimore of to-day is a type of the growth of this country and the spirit of progress among its people, which cannot be more strikingly presented than it has been by you.

Rev. B. Szold, D. D., Rabbi of the Oheb-Shalom (Cong.)

It will induce thousands to whom the wealth and attractions of Baltimore are unknown, to visit and enrich it with new enterprises.

Our city and State would be greatly benefitted if our authorities would give your book—which I consider a monumental work—a wide circulation. It ought to be a household book throughout the city and State. It shows the abundant germs this city has for a great future.

Rev. Samuel D. Alexander, D. D., 73d Street, New York.

NEW YORK, August 23, 1875.

MESSRS. EDITORS:

In looking over the new addition of "The Monumental City," &c., I am deeply impressed with its value to the residents of Baltimore.

It would be a mistake to suppose that it is a mere advertising medium, benefitting the large dealers and manufacturers; I believe that it tends as much to the advancement and best interests of the poorest man in the city; for whatever advances the interests of the city, reaches the every day laborer who is industrious. I can conceive of no better way of helping every man in Baltimore, from the man that sweeps the streets to the Merchant Prince, than by scattering 100,000 copies of this Volume over the whole land.

And then this book places beside Trade and the useful Arts, the Church, the School, and the grand charities for which Baltimore is distinguished. They must all rise together or fall together. There is a power that emanates from the Church and the School that reaches even the channels of Trade and Commerce, and then there is a reflex influence sent back upon these Religious and Moral Institutions. The exhaustive notice of the Peabody Institute which this Book contains will doubtless influence other monied men to follow his noble example.

When I first took up this Book, it appeared to be simply a mere advertising medium; but after reading it, these pages of advertisements proved to be grand testimonies of the wealth, the industry, the morality and the culture of this great city.

Mr. Howard seems to have a genius for making sign-boards speak great historical truths, and may I not say prophecies of what Baltimore shall presently be.

I have placed this Book in my collection of Local Histories, and I predict that it will be a rich storehouse from which the future Historian of Maryland and Baltimore will gladly turn for facts.

Yours, &c., S. D. ALEXANDER.

SALUTATION.

The magnitude of an important enterprise never fully appears at its inception. Its bearings expand with its progress, and a thousand new aspects are disclosed, of which there was not the faintest conception. This has been signally illustrated in this work.

When it was first conceived, the publisher prospected results highly important to his patrons and the city of Baltimore; but he had no idea of the vastness of the range that was before him; of the fields and seas which he would be compelled to explore, the mines to excavate, the forces to employ, the resources to control, the distance to which he would come. He was obliged by the constraining power of its importance, to cut loose from the moorings of his first endeavor and take the broad sea, making every available port, gathering every thing that would enrich and upbuild this city. A cursory glance of the book shows an almost endless range of subjects and interests. Nothing has been omitted which might enhance the moral and material welfare of Baltimore. With the last addition, the publisher supposed that his work was done, and therefore wrote a "Conclusion." A new aspect however appeared, which commended itself to his view, and met the approval of many prominently engaged in our important affairs, which adds greatly to the value and interest of the book, and cannot fail to impress the reader and exalt the reputation of Baltimore among the great cities of America. The article upon Manufacturing Interests is opportune, and deserves the thoughtful consideration of our municipal authorities. The biographical sketches are of some of the citizens of the past and present, whose character and enterprise have made Baltimore what it is to-day, and are recorded here because it is their due, and they serve as incentives and examples to others striving for success.

BALTIMORE, 1878.

ESTABLISHMENT OF MANUFACTURES.

The question of the promotion and encouragement of the manufactures of Baltimore city having been brought prominently before the public mind, through the press and other media of general information, including the pages of the "Monumental City," Mayor Latrobe, in his last message to the Councils, dated January 8, 1877, directed their attention to the necessity of some immediate legislation on this important subject. Whilst recognizing the fact that our city, from her admirable geographical position, as the nearest port on the Atlantic Seaboard, to the commercial centres of the West, has, within the past few years, materially increased her commerce, the Mayor, in forcible terms, urged her citizens to "remember, that it is not commerce alone, but commerce and manufactures together, which must insure the future prosperity of the community." He then proceeded to indicate, by comparison and analysis, some of the disadvantages under which manufactures in Baltimore labored, by reason of its peculiar system of taxation, and from which similar establishments in other cities were exempted.

As the first fruit of this portion of his message, a resolution was adopted by the council in May last, authorizing the Mayor to appoint a "Commission on the Establishment of Manufactures." In obedience to this resolution, the Mayor, with signal appreciation of their representative position and peculiar fitness for the contemplated work, appointed as the members of this commission, Messrs. George S. Brown, Joseph H. Rieman, Henry McShane, David L. Bartlett and Henry C. Smith, of which his Honor F. C. Latrobe became the chairman.

The commission speedily organized and elected Edward Spencer, of the *Evening Bulletin*, its secretary. The plan of operations adopted by it embraced a series of interrogatories, addressed first to manufacturers and others in Baltimore, requesting their views upon the various subjects within the scope of the inquiries.

A second series were addressed to the authorities of cities and towns in the United States and Europe. The range of the first series of questions was very properly limited to subjects of merely local and municipal interest, and comprised in part "the percentage of capital employed to amount of business;" "the relative value of 'plant' to capital 'invested'," "effects of prison labor on established industries," "would special exemption from water and other taxes encourage the establishment of additional manufacturers, and to what extent?" &c. The series addressed to the authorities of other cities embraced inquiries for information on "the rates of taxation, State and city," "water supply and the rates of charges," "special exemptions in favor of manufactories," &c. In addition to these inquiries, the commission put itself in communication with prominent experts on these and other kindred subjects in this country and in Europe, and promptly received from these several sources nearly one hundred responses, many of them of a most valauable and interesting character.

From the vast amount of information thus placed before them, the commission was duly enabled to prepare their report, which was accordingly submitted to the Councils at their next ensuing fall session.

It will readily be inferred from the wide range of the inquiries thus propounded, as well as from the high character and enlarged business intelligence of the gentlemen composing the commission, that their report would be replete with information of momentous importance to the best interests of our city. Its presentation, along with an appendix containing the more valuable portion of the responses received, more than confirmed such inference. Taken together, they present the most valuable array of facts and suggestions touching our vital interests as a community, which, perhaps, was ever so succinctly brought to the attention of its people. That they have yet remained unembodied in actual legislation is no fault of the commission. It has discharged its duty in the premises faithfully, and it is our purpose in this article to perform ours by re-inviting the public attention to, and, as far as in us lies, popularizing some of the suggestions and statements of the report.

In so doing it is, perhaps, scarcely necessary to add that each and every recommendation of the commission is sustained by an array of statistics collated from every source of information accessible to inquiry.

The report recommends the exemption from municipal taxation, for a period of five years, the tools and machinery applied to manufacturing purposes of all manufacturing establishments already set up or to be set up within that period in the city. That all such manufacturers, consumers of water, be granted a drawback or discount equal to seventy-five per cent. on the present water rates, on the total consumption of water with which they may be chargeable. In view of the fact, that while there are eighty thousand houses in Baltimore, the tenants of only forty-four thousand are actual water renters, a general reduction of all water rents is recommended to the extent of fifty per cent. to the end, that all occupiers of houses may be induced to become water takers, and the water revenues thus be made to increase with the growth of the city. A special tax on all insurance agencies is suggested, sufficient to offset the benefits derived from the abatement of insurance risks, secured to them by our water system and fire department, to the support of which they make at present no sort of contribution.

It is suggested that the Mayor and City Council should consider the expediency of memorializing the Legislature in regard to the propriety of such legislation as will tend to distribute and equalize taxation throughout the State; to the end, that the influx of capital, and the encouragement and developement of industries may be promoted. On this important point the commission say, that so far as their examination extends, the preponderance of testimony and of facts is in favor of the system of taxation pursued in Pennsylvania, and adopted by that State from European countries in 1866, in preference to the system at present resorted to in this State.

The industrial inferiority of Baltimore to other cities similarly, or even less advantageously situated for manufactures, is painfully exhibited by tables and statistics which have been carefully compiled by the commission, principally from the census of 1870. With her vast natural resources, superior geographical position, and the presence in the greatest abundance and variety of the raw materials which enter into all sorts of manufactures, it is shown that Baltimore is far below the industrial average of other cities, in proportion of the working men to the entire population. In Philadelphia there is 1 operative in every 5.4 persons; in Wilmington 1 in 5.2; in Boston 1 in 5.5; in Cincinnati 1 in 5.8; 1 in 3.6 in Newark, New Jersey; 1 in 7.6 in St. Louis, while Baltimore has only 1 in 8.1. In Philadelphia the capital employed in manufactories is $252 per capita; in Wilmington $235; in St. Louis $194; in Cincinnati $197; in Boston $188; while in Baltimore it is only $97. The products of manufactories in the cities named are about in the same proportion per capita. Details of all the various manufactories are given in the report, supplemented with an inquiry into the present tax systems of the State and city, bearing directly upon the causes of the admitted inferiority of our industries.

The commission emphatically declare that all the evidence before them tends to show that there must be a speedy change in our present modes of assessing property and levying taxes, if we would keep abreast of, or outstrip our rivals and competitors in the race for industrial supremacy.

Such, in brief, is a synopsis of the salient points in this admirable and comprehensive report. Its entire perusal, at this time, but serves to awaken the painful reflection that the wise suggestions and matured recommendations therein set forth, have thus far been treated by the body to whom they were addressed with inexcusable apathy or neglect. What more can they desire? It is hardly possible that a more intelligent and far-reaching inquiry into the causes of our acknowleged industrial disparities can be made, or that more efficient remedies can be suggested. Why, then, should not the report of the commission have been made the basis of immediate and effective action on the part of the City Councils? Why should not its several parts have been distributed to the appropriate

committees of that body, and made the ground work of action and instant legislation? *Action, action*, always *action*, is what the emergency demands! and no better arguments for its energetic display can be adduced than will be found in the pamphlet we have been considering.

We cannot better conclude this article, than as the commission concluded their report, by quoting the aphorisms of one of its ablest and most zealous correspondents, which, he says ought to be inscribed in marble over the halls of every legislative body in the land.

"Never tax anything
That would be of value to your State,
That would, or, could run away, or,
That could, or, would come to you."

THE CASE OF GEORGIA.

In this connection, and in support of the recommendation made by the Commission on Manufactures to grant an exemption from taxation for a term of years, it is appropriate to call attention to the benefit which the State of Georgia has derived from legislation to that effect.

The Georgia Legislature, some years ago, passed an act by which all the property of manufacturing establishments newly set up in that State, should be exempt from all taxation for a period of five years from the inception of the enterprise. Georgia at that time had but few manufactures of any sort, and her cotton factories in particular were small, mean and not numerous. This was in spite of the fact that coal was cheap and easily attainable, and that the State has the best and most abundant water power in the whole South. Georgia in 1870, had only $3,400,000 invested in cotton manufactures, and employed less than 3,000 hands, and about 3,000 horse power, in 34 establishments, large and small throughout the State.

Since the passage of the law above referred to however, the cotton manufacture has suddenly attained gigantic proportions. The capital invested has increased to over $12,000,000 and a great many large factories are being built. Augusta has established two or three large ones, and Atlanta has one of the largest mills in the country, with a 500 horse power engine, 350 looms and 10,000 spindles. There is one mill at Columbus which runs 48,000 spindles, and pays 8 per cent. and a large surplus besides. The Augusta mill, running 27,000 spindles, has paid an average of 28½ per cent. per annum for eleven years past and has accumulated a profit of $1,800,000. The Twin Mill, at Rome, works 8,500 spindles, pays 18 per cent. profit, and turns out 90,000 yards of cloth per week. The number of hands now employed in Georgia in the cotton industry is four times as great as it was in 1870.

Nor is the improvement confined to cotton manufactures, at Cartersville are five manganese works and at Blanchville a slate company has gone into the manufacture of roofing and mantles. All this sudden growth is the result of the fostering exemption law referred to above.

THE PERMANENT WATER SUPPLY.

(*See pages 84 and 85.*)

The construction of artificial channels for the conveyance of water has become a necessary work in large cities. Their health and wealth depend largely and directly on the efficiency with which clean water is brought in and foul water carried out. The twin grand desiderata are then the *off* and *on*, or the "*in*" and the "*out*." This problem has seriously vexed our city fathers in the past; and between the inadequacy of the supply and the foul supply of the Basin, their wisdom was sorely perplexed.

At last we have solved one-half of the problem, i. e. the *on* or the "in" part, or supply, and we sincerely hope that some wise heads may solve for us the *off* or "out" part, or the drainage.

The drought of the summer of 1872, and the consequent scarcity of water in Baltimore, gave rise to the discussion of an additional supply, and led to the surveys which resulted in the present magnificent undertaking under the management and engineering skill of Mr. Robert K. Martin.

The first survey was made in the summer of 1872, followed by the construction of the *Temporary Supply* in 1873, which consisted in pumping water from the Gunpowder River, across the intervening ridge between that and Jones' Falls; which was accomplished at a cost of about $600,000. The water was pumped into the head waters of Lake Roland at Lutherville. This relieved the anxiety of our citizens and municipal authorities and paved the way for the *Permanent Supply*, the necessity for which had now been completely demonstrated.

The State Legislature having passed an enabling act, an appropriation of $4,000,000 was made and the work was undertaken December, 1875.

A dam is constructed across Gunpowder Falls at Raven's Rock and the water admitted into a receiving reservoir, seven miles distant, and three miles from the city, by an underground tunnel, varying from 32 to 356 feet below the surface of the ground, and running under Satter's Ridge. This tunnel is 12 feet in the interior diameter, with a gradient of one foot to the mile. In daming up the water at Gunpowder River, a magnificent lake is formed, 4¼ miles long and in circuit 9½ miles, varying from 150 feet to a quarter of a mile in width, and from 6 to 20 feet in depth. It is named *Loch Raven*, after the rock of that name. A perfectly level road has been constructed around it, 10 feet above the surface of the water, affording a beautiful drive of 9½ miles, unsurpassed in the country for beauty and romance. The dam is built on a solid rock foundation of heavy blocks of stone.

The main distributing reservoir is LAKE MONTEBELLO, between the Hillen and Harford Turnpikes, three miles from the city; it is 30 feet deep and contains 500,000,000 gallons. The drive around it is 60 to 80 feet wide and 1½ miles in extent. From Montebello the tunnel goes under a ridge to *Clifton*, the country seat of the late Johns Hopkins, and future site of the University which he endowed in his will. It discharges into a Gate House and the volume of water is taken by six 40-inch mains to the city limits and thence distributed through the street pipes.

This brief and imperfect description enables us to appreciate some of the advantages of the new water supply. The quality of the water, according to Dr. David Stewart's analysis, is much better than the present supply. Loch Raven being 170 feet above mean low tide gives a much finer head of water, and supplies about seven-eighths of the city, leaving out only the extreme high portions. The supply is 170,000,000 gallons in 24 hours, which, in addition to the old supply of 15,000,000, aggregates 185,000,000.

Allowing the very liberal amount of 85,000,000 gallons for domestic use, we have still 100,000,000 gallons for manufacturing purposes. This will enable the city to furnish water for business and manufactures, at the lowest possible cost, and offer inducements to capital and industry which have not hitherto been extended.

This article legitimately follows that on manufactures, and it is sincerely hoped that our city authorities, will take the hints which are given, and put it in the power of every class of industry to avail itself of the increased facilities afforded by this outlay of money and engineering skill. If other cities excel us in this respect, it will be in spite of our superior advantages.

With this permanent supply Baltimore excels every other city in the United States.

Confronted with these facts, how exceedingly important it is for this city to make them known by every impressible means, and how criminal in those entrusted with power and

official duty, to fail in fostering and encouraging the hand of toiling industry and capital; in not affording the freest scope to enterprise at home and inviting it from abroad.

The revelations which we have had in the progress of our enterprise, concerning the situation, have deepened our sense of the criminality of the indifference which has usually been displayed by our citizens and legislators, to the facts and efforts which some have made in behalf of Baltimore.

The original Board, under whom the work was organized, was constituted of his Honor Joshua Vansant, *ex officio*, chairman; James L. McLane, Secretary; John F. Hunter, Geo. P. Thomas, John R. Seemuller, Fielder C. Slingluff, Thomas Bond; Robt. K. Martin, civil engineer.

The Water Board is now constituted of the Hon. Mayor, *ex officio*, chairman; Geo. U. Porter, secretary; John F. Hunter, Geo. P. Thomas, Thomas Bond, W. A. Fisher, N. Rufus Gill; Robert K. Martin, civil engineer.

OUR ICE SUPPLY.

Ice! ice, how many delightful associations cluster around this little word! To appreciate aright all the blessings it confers we must reflect on the consequences that would flow from an "ice famine" during one of our tropical summers, than which, it will be conceded, scarcely anything more direful could happen. To conceive of the absence of the ice pitcher from our tables and buffets, the cooling virtue of the refrigerator departed, the water ices from our desserts, and the sparkling crystals from our drink, is to imagine a calamity hardly less than insufferable. But thanks to the activity and enterprise of the age, this is an infliction which cannot perhaps possibly occur; for, owing to the multiplied facilities of rapid communication to the furthermost ends of the earth, this beneficent bestowment of Providence has become as infalible to the comforts and necessities of our lives, as the light, the heat, or the air we breathe. If in some unheard of atmospheric phenomenon however, throughout the temperate zones, nature should refuse to congeal the waters, the enterprise of man would supply the deficiency with the solid ice of the polar regions, or if even that should fail, by the discoveries and appliances of chemistry; yet it is instructive to remember, that within a period in the memory of men still living, the use of ice for domestic purposes in our metropolitan cities was almost unknown.

In Baltimore, as far as ascertained, it was first introduced as an article of merchandise on sale in the year 1825, the pioneer in the business being a Frenchman named Francis Ravigneaux, a confectioner, who united the sale of ice in a small way to hotels and restaurants with his business of candies and confections. Next after him came David Merrett and William Black, each of whom conducted a limited business in this article.

In 1837, however, Thomas J. Cochran had entered into the business with more enlarged enterprise and views of its possibilities. He established himself on the "Falls Road" where he built three large stone ice houses contiguous to the ponds which he had then constructed. For a while the storage capacity of these houses sufficed to supply the demands of his customers and the public. In a few years however private families had generally commenced the use of ice and the business grew very rapidly until the year 1855, when Mr. Woodward Abrahams became associated as a partner in the business with Mr. Cochran. In the meanwhile several other parties had entered the field of competition, foremost among them were the well known dealers, Messrs. Wm. H. Oler, David Sumwalt, Michael Hurley, John Hamilton and Jacob Frederick, most of whom are still actively engaged in the trade.

Immediately on the entrance of Mr. Abrahams into the firm of the Messrs. Cochran, they proceeded to erect three additional storage houses at Stemmer's Run, Baltimore

county, with greatly enlarged capacities. But notwithstanding these increased facilities the demands upon them grew so rapidly that before 1860 they found themselves compelled to go to the north as far as Maine for supplies, their enlarged accommodations for storage not being yet adequate to the public requirement. In the latter year the firm erected several immense storage houses on the Susquehanna river, and have repeatedly since that period added to their capacity until they have at the present, storage room for upwards of seventy thousand tons in that locality.

These improvements on the Susquehanna and the immense amount of transportation to and fro thus made necessary, require the employment of a fleet of barges, tug boats, canal boats, together with the steamer T. J. Cochran, to ply between that point and the city in performance of the requisite carrying.

About 1867, the senior partner, T. J. Cochran died, and his interest in the business was purchased by his brother James E. Cochran, the firm name being then changed to Cochran & Co., which is still its style. The Messrs. Cochran & Co. have for many years transacted by far the larger portion of the ice business of Baltimore. Their great success is in the main attributable to the fact that they have invariably dealt only in the purest article anywhere obtainable; the most solidly frozen and the thickest blocks possible for convenient handling. They have abundance of capital, large credit, and employ all the most approved appliances for cutting, hauling and storage; and should the supply of such ice as they require at any time fail them on the Susquehanna, they would obtain it on the Kennebeck, or indeed, fetch it from the Arctic Ocean if that were the only region of frost. It will give an additional idea of the immense growth of the ice supplies required by our city to state that in 1835 the entire consumption per annum was only about one thousand tons, requiring some fifteen or twenty men and the corresponding number of horses and carts for the hauling and distribution. The consumption of last year, 1877, was between seventy-five and eighty thousand tons, requiring five hundred men and boys and two hundred and fifty teams for the same purpose. Of these the Messrs. Cochran & Co., employ nearly one-half. Their wagons, about one hundred in number, are always kept bright and fresh by paint and cleanliness, while their horses are the very best specimens of draft animals any where to be found, weighing generally about 1400 to 1600 lbs. each.

Their stables and other necessary buildings for shoeing their horses, repairing and manufacturing wagons, etc., form a large hollow square at the corner of Canton avenue, and south Exeter street, and are admirably arranged and adapted to their various purposes. The firm employ their own farriers, blacksmiths, wheelwrights, &c., making their establishment thus complete and independent in itself. Their principal office is at No. 188 south Exeter street. They have also branch offices at No. 206 West Fayette street and No. 200 West Falls avenue.

At the latter point are located their wharves for the receipt of their supplies for the city. In addition to the large number of hands constantly employed in these various departments of their business, this firm also employ, during the winter season while gathering their crops of ice, from 300 to 500 men and horses.

Thus armed and equipped, this really extensive and popular firm, daily permeates and ramifies our entire city, on its mission of distributing their refreshing and luxurious frost crystals to between fifteen and twenty thousand families, which, allowing five to six persons to each, aggregate in round numbers one hundred thousand people who have their daily comforts increased or their necessities supplied from their omnipresent wagons.

The chief manager of this extensive establishment is our well known citizen, Columbus W. Lewis, formerly member of the Maryland Legislature, of the City Council from the Fourth Ward, and at present one of the Judges of the Appeal Tax Court.

It may be proper to add here that the business of cutting and storing ice in large quantities for export and domestic supplies, is strictly an American enterprise, having had

its origin in New England thrift some eighty years ago where many princely fortunes have been accumulated from its profits. The first cargo was shipped in 1806, by Frederick Tudor, per brig "Favorite," from Charlestown, Mass., to Martinique. The second shipment was made in 1807, per brig "Trident," to Havana. These early efforts to establish an export trade were attended with heavy losses, and the business struggled along for twenty years; during that period the embargo was laid, and the war with Great Britain ensued. The enterprise was finally crowned with success by the action of the Spanish Government in Cuba granting certain privileges and a monopoly.

Until 1836 the trade was carried on almost exclusively by Mr. Tudor, the originator, when others began to embark in it. Attempts at other Ports than Boston failed; facilities for cheap supplies of ice and low freights kept the trade where it began.

Mr. Tudor confined his shipments principally to Charleston, S. C., New Orleans, Havana and Jamaica, until 1834, when he sent his first cargo to Calcutta.

Frederick Tudor is undoubtedly the father of the Ice Trade in this country. From the beginnings introduced by him, has grown one of the most enormous interests of the country, extending into the most remote countries. Some of the facts concerning this trade we derived from a report of the Boston Board of Trade on the Ice Interest, showing the importance they attach to it, and the efforts made there, to encourage trade.

For some of the facts above we are indebted to Messrs. Addison Gage & Co., one of the oldest and largest Ice Exporting Houses in Boston. The business was begun in 1835 by Addison Gage, his firm being constituted Barnard, Stearns & Gage In 1840 it became Gage, Hittinger & Co., and in 1851 was again changed to Gage, Sawyer & Co. and in 1859 to Addison Gage & Co., the present name, and is composed of Charles O. Gage, Arthur Harrington, Reuben N. Hopkins. They ship to the West Indies, Havana, Jamaica, and Rio Janeiro, where Mr. Gage established a house in 1848.

The beneficent effects of the Ice business in the promotion of the comforts and happiness of so large a portion of mankind, are too obvious and immense to require enumeration. To the fever stricken patient it comes as a ministering angel, and thousands of debilitated mortal frames and languishing spirits are constantly rescued from the grasp of death by its cooling and invigorating properties. *Esto perpetua.*

BALTIMORE STRAW HATS.

Special attention is directed to this important branch of industry, which, under the enterprising management of the two leading houses mentioned, has vastly increased within a few years, and has contributed no inconsiderable part to the growth of the city. We give special prominence to the two firms, viz: Wilson & Perry and Francis, Sumner & Co., because to them is due the reputation which we enjoy in this department.

WILSON & PERRY'S STRAW HAT MANUFACTORY,

71 AND 101 LEXINGTON STREET.

Previous to 1866, very little if any attention was paid to the manufacture of Straw Goods in Baltimore. In that year Wilson & Perry came from Foxboro, Massachusetts, where they had been engaged in large concerns, as responsible managers, to establish their business in this city, and began to manufacture Straw Goods on a limited scale, having brought about twenty skilled workmen with them. Thus they became the pioneers in this branch of industry. The superior quality of their goods attracted the attention of our home dealers, and they were greatly encouraged by securing their trade. This enabled

them to increase the capacity of their factory, and extend their trade beyond the city, and at this day their Hats are sold in nearly every city in the Union, and they enjoy a national reputation. The quality and style of their goods have obtained for them a favorite place in the estimation of the dealers and wearers.

They added to the manufacture of Hats, Bleaching, Altering and Re-shaping those that have been worn, and this has become an extensive business with them. About 200 workmen are now employed during the larger portion of the year, and 1,000 persons at least derive support directly and indirectly from the business.

This is one of the examples of success attending unflagging industry and meritorious work. These gentlemen have given our city a name and position in an entirely new branch, which is indeed gratifying to our pride and creditable to themselves. From being a purchaser in other markets we have become a manufacturer, to supply the dealers we once patronized.

FRANCIS, SUMNER & CO.

99 LEXINGTON STREET AND 128 W. FAYETTE STREET.

The phrase "Baltimore Straw Hats" is a synonym for style and comfort, and implies an original and peculiar manufacture, for which Baltimore has become somewhat celebrated. The aim of Baltimore manufacturers has been to secure for their goods a reputation for the highest degree of excellence, and their success is manifest in the gratifying endorsement they receive. Without doing injustice to honest enterprise elsewhere, we can claim that in certain departments, certainly in that of Straw Goods, Baltimore is without a rival. The public, always quick to discern the difference between a comfortable and uncomfortable article of apparel, and seeking ever to combine comfort and artistic shapes, have given in the most practical way, its verdict in favor of our goods. Our manufacturers have succeded eminently in answering this demand. Francis, Sumner & Co., a young and active firm, entered the field about three years ago with the full determination of meeting every demand of the trade. Their Trade Mark is "Elastic, Satin Finish," and well expresses the merit of their goods. These have become accepted as among the best standard fine goods, by the most valuable dealers in the Union. The growth of their business has been constant, and in the short period of their existence they have established a wide spread custom, extending throughout the States.

The Lexington Street House employs about 50 hands and the Fayette Street House 100, and during the working seasons they present a busy, cheerful appearance. So important a business, giving employment to females dependent on their own exertions, and conducted by such enterprising men, ought to be appreciated and generously patronized.

QUEENSWARE MANUFACTORY.

Some thirty years ago Mr. Edwin Bennett, a native of England, commenced the manufacture, in this city, of the variety of wares known by the general term of "Queensware." Being entirely a new branch of business in Baltimore, he had to contend against many adverse circumstances, not the least of which was the difficulty of procuring skilled labor in this peculiar line of workmanship. With limited capital and resources, however, he persevered against all obstacles; adopting the sagacious policy of manufacturing only the best goods of the kind, and placing them upon the market in a manner to secure for his establishment the most favorable reputation. This policy met with its prompt reward. He was successful from the start, and his goods soon became standard articles with the

trade. His establishment has frequently been enlarged, and his business has developed into an important element in the manufacturing interests of Baltimore. During the period of almost a generation, the business has kept pace with the growth of the city, and its proprietor has won for himself an honorable position among our successful business men. Mr. Bennett usually employs in his factory over one hundred hands, and turns out about two thousand dozens of all the varieties per week. These embrace all kinds of WHITE WARE—Dinner, Tea and Breakfast, and Toilet sets; the various descriptions of BROWN or ROCKINGHAM WARE and YELLOW FIRE-PROOF WARE, for kitchen purposes. This factory enjoys almost a monopoly of the business, being the only establishment of the kind in the State; and the demand for its manufactures extends to many sections of the country, including a large business to California and the Pacific coast.

BALTIMORE CEMETERY.

The care and affection for the memory of the departed, displayed in the erection of those beautiful "Abodes of the Dead," which skirt the suburbs of most American cities, is an especial and prominent feature of our modern Christian civilization. They are, at once, the natural inspiration, and expressive evidence of the hopes of immortality and the resurrection.

In the less æsthetic and humanitarian past, the simple "Church Yard," where slept the "rude forefathers of the village;" the arched and pillared Abbey, where the "pride of heraldry and the pomp of power," sought their final resting place, were the sole receptacles in which the names of the dead were attempted to be rescued from oblivion by monumental or sculptured records. The "Potters' Field," and other unmarked and unregarded "Golgothas," were deemed the fitting repositories for the common mass of departed humanity.

It was, thus, not until a period so recent as the year 1832, that the first public Cemetery was opened in England, being that at Kensal Green, suggestively named All Souls' Cemetery.

We have elsewhere in the pages of this work given our readers brief descriptions of some of the most prominent and attractive of those "Silent Cities," which have, alas, but too rapidly grown up around the suburbs of Baltimore; but whose natural beauty of scenery, and wealth of architecural and sculptured ornamentation, have placed them among the chief objects of the city's pride and attractiveness.

Conspicuously in the number of these, it is now our duty and pleasure to mention the Baltimore Cemetery, situated at the northeastern boundary of the city, on the Belair road, its main entrance being only a few yards from the terminus of the City Passenger Company's "Red Line" Cars.

The Baltimore Cemetery Company was organized more than twenty-five years ago, having been incorporated by the Legislature of Maryland in December, 1849. Its organization was naturally prompted by the rapidly increasing population and corresponding increase in the mortality of the city.

The site selected is an elevated plateau, having attractive and extensive views and surroundings, and comprises one hundred acres of land, which have been tastefully laid out in burial lots, wide carriage drives, and walks, allowing to each lot separate approaches.

The shrubbery and flora consist for the greatest part of those species of evergreens which have most usually been blended and associated with the sad solemnities of funeral purposes—the Weeping Willow, the Canada Spruce, the Cedar of Lebanon and the Silver Leafed Larch, being the prevailing kinds of trees.

Many beautiful and elaborated monuments and tombs line the various avenues, illustrating in their skillful workmanship and the purity of the material selected, both the taste and judgment of the owners, and the superior dexterity of the chisels of our city marble workers.

Among the prominent structures which adorn the cemetery is the Mausoleum, situated to the right of, and near the main entrance. It is built entirely of white marble, and in the ancient Egyptian style of architecture; the most appropriate and suggestive of all the orders, for the solemn purposes for which such structures are designed. Near this, is the Chapel, erected of the sombre brown stone, and in the Mediæval Gothic style.

A massive granite Gateway marks the main entrance, built in the Battle Abbey style of Norman English architecture.

Many portions of the grounds have been handsomely improved with costly marble curbings around the lots for continuous squares in extent.

A number of churches, humane societies and beneficial orders have selected burial lots in this cemetery, and variously improved and ornamented them, among them the Masons, Odd Fellow and others.

All religious denominations bury within its precincts, and it is entirely free from sectarian or denominational prejudice and control.

Its officers and Board of Managers are the following, and comprise, as will be seen, those among our wealthiest and best known citizens: Thomas Wilson, President; Geo. A. Reed, Secretary and Treasurer; Francis White, Dr. Caleb Winslow and Robert Q. Taylor, Board of Managers; A. Harryman, Superintendent.

Office No. 8 South street, very near to American and Sun newspaper buildings.

BIOGRAPHICAL.

—— lilacrymabiles
Urgentur, ignotique, longa
Nocte, carent quia vate sacro.—*Horace.*

In these pages we have endeavored to present to our readers a panorama of our city. We have seen its great historical tree planted in colonial soil, and gradually sinking its Banyan boughs over the entire republic. Magnificently located at a central point on the fringe of the seaboard, we have become the third city of the Atlantic coast in commercial importance. With business resources and capabilities that are astonishing the capitalists of Europe and commanding the admiration and encomiums of the monetary princes of our own nation, with a history, of which we may be justly proud, with a long line of eminent citizens representing all professions and avocations, with a world-wide reputation for the chivalry of our sons, the beauty of our daughters, and the sanctity of our Sabbaths, we have sought to make this volume a thesaurus of information, attractive and interesting as to what the "Monumental City" has been, is to-day, and may become in the future.

Attention has been directed to our great railroads piercing the immense grain fields of the West; to our numerous steamship lines binding our people to our Southern and Eastern cities, and to the old world; to our rich agricultural and mineral resources; to our great and developing manufactories; to our numerous and beautiful sanctuaries for the worship of God; to our far-famed public schools, and colleges of medicine, dentistry, pharmacy, law and classical culture; to our largely increased water supply and other municipal works; to our noble public buildings; to our sound financial institutions, our

charitable establishments, our elegant hotels, our influential and numberless commercial houses, bringing to the city honor and wealth; and last but not least, to our able press. In all these respects Baltimore stands among her sister cities of the East like a tall pharos seen from afar.

But have all these great blessings come to our citizens by chance? Have the splendid expansion of commerce, development of our industries and material growth of Baltimore, involved no self-sacrificing exertions, no business heroism, no daring enterprise on the

GEORGE CALVERT, THE FIRST LORD BALTIMORE.

See pages 7, 8, 9, 10, 371, 482.

part of our dead and living citizens, whose names and deeds are impressed on the fairest pages of our municipal history? We answer in the negative. A large number of our representative men have been the corps commanders in inspiring, directing and executing the varied enterprises that have culminated in this success, a success that is challenging the congratulations of mankind.

"Honor to whom honor is due," whether it crowns the man surrounded from childhood with the advantages of prestige, culture and riches, or whether it wreaths his brow

who has, by genius, toil and perseverance risen from social obscurity and poverty until merit has commanded applauding recognition.

The ancient Athenians enobled themselves more than they did the slave Æsop, when they placed his statue on a massive pedestal, to teach the young men of Greece that the path to honor is open to all.

Our home history is too generally overlooked, while we strain our vision to take in the outline of men who are making history in other lands.

No study is more inspiring to our young men, and surely none is more important, than sketches of the men who have achieved distinction, amassed wealth, and contributed conspicuously to our municipal celebrity *as our own citizens*. The tendency of such biography is to reproduce such characters. Hence we have regarded it as eminently appropriate that in this volume should be embodied pen portraits of some of THE MEN TO WHOM BALTIMORE IS INDEBTED FOR ITS GREATNESS.

RT. REV. JOHN CARROLL,

FIRST R. C. ARCHBISHOP OF BALTIMORE.

The annals of the Roman Catholic Church have been frequently graced by men of most exalted merit, but rarely by one of more fervent piety and gentleness of spirit than Rev. John Carroll, the first Bishop and Archbishop of his Church in the See of Baltimore, and the earliest in the United States. Born in Upper Marlborough, Maryland, in 1735, his early piety determined him on devoting his life to religion, and with this view he was sent abroad and was educated at the College of St. Omers, in France, and afterward at Liege, in Belgium; the American Colonies at that period having no ecclesiastical institution for the training of Priests. Mr. Carroll was the cousin of Charles Carroll of Carrollton, and not his brother, as he is frequently represented. In Liege he was ordained Priest. He surrendered to his brother all his own share in his patrimonial estate, and joined the order of the Jesuits. On the suppression of the order in France, he was chosen to act as their secretary, in correspondence with the French government regarding the temporal possessions of the order; his thorough knowledge of French and Latin, and the elegance of his written style in both languages, particularly qualifying him for the position of secretary.

He took refuge in England, and was chosen by Lord Houston, a Roman Catholic nobleman, as tutor to his son, and appointed to make the tour of Europe with him. While thus engaged he wrote for the instruction of his pupil, a concise and excellent history of England, recalling the example of Fenelon, who composed the adventures of Telemachus for his royal charge, the Duke of Burgundy. He was professor at Bruges in 1778, but afterward returned to England and resided for some years in the family of the Earl of Arundel. At that period the laws of the realm imposing disabilities on Catholics were in full force, as they had been ever since the overthrow of King James the Second. The Catholics had no representation in Parliament, and their nobility were denied their seats in the House of Peers, while the exercise of their religion could only be conducted in private. Most of the Roman Catholic nobility therefore had their own special chaplains and confessors; and Mr. Carroll exercised such functions at Arundel Castle, one of the ancestral seats of the family of Howard.

On the breaking out of the war with the mother country, Mr. Carroll, however, resisted all importunities to remain in England, and with the spirit of a true patriot returned to America. He fixed his residence in Baltimore, which he never afterward left, except on special occasions. In February, 1776, he was appointed by the Continental Congress, in

connection with his cousin, Charles Carroll of Carrollton, Judge Samuel Chase, and Dr. Benjamin Franklin, to proceed upon a mission to Canada. Of this journey Charles Carroll has left a full account. The object of the expedition was to create a sympathy in Canada with the American cause, and to induce that province, if possible, to make common issue with the colonies against Great Britain. Dr. John Carroll was selected on account of his very high standing as a Catholic clergyman, in hope that he could have great influence with those of the same faith, in the Canadas, as they possessed a vast numerical superiority over the Protestants.

RT. REV. JOHN CARROLL.

The hope, however, was disappointed. The defeat of Montgomery before Quebec, and the very strong opposition of the Catholic clergy to the measures of union with the colonies, rendered all efforts on the part of the commissioners unavailing. Leaving Charles Carroll and Judge Chase, Dr. Franklin and Dr. Carroll returned together. The strongest personal friendship grew up between these two eminent men, which continued unimpaired through life.

After the establishment of peace with Great Britain, the American Catholics became very anxious that a hierarchy should be instituted in their own country, so as to render them separate from that of England, on which they had always depended.

Dr. Franklin was at that time residing at Passy near Paris, as American ambassador, and, having the highest opinion of Dr. Carroll's learning, piety and ability, was enabled by his personal friendship to have much influence regarding his appointment to a higher position in the Church.

Accordingly, in 1786, Dr. Carroll was created Vicar General for the United States, and three years later Bishop of Baltimore, being the first American prelate consecrated in the Roman Catholic Church, thus giving primacy to the See of Baltimore.

There being no Bishops at that period in the United States, Dr. Carroll was obliged to go to England to be consecrated. He then returned to Baltimore and entered zealously upon the duties of his charge. For a number of years he continued the sole Roman Catholic Bishop in the country, his diocese extending over all the States and Territories. In 1810, five years before his death, which occurred December 3d, 1815, he was advanced to the dignity of Archbishop. His labors were necessarily great in consequence of the vast extent of his province, but he fulfilled them with exemplary fidelity until he was called from the scene of his labors at the age of eighty years. No one was more beloved and respected by all classes and sects than Archbishop Carroll. While devoted to his own Church, he invariably inculcated the spirit of charity, and cultivated the kindest relations between Catholics and Protestants.

Of the spread of his religion in this country, some idea may be formed from the fact that in 1808, nineteen years after his consecration, there were in all the United States only two Bishops, sixty-eight Priests, eighty churches, and two ecclesiastical institutions. There was then but one Catholic to every sixty-eight Protestants. In 1870, according to the Catholic Almanac, there are seven Archbishops and fifty-two Bishops.

For forty years after "Baltimore Town" was laid out, no Catholic church was erected; but in 1770 a part of St. Peter's Chapel was reared on Saratoga street, west of Charles street, on the site of "Calvert Hall," now occupied by the order of Christian Brothers, but no Priest was regularly settled there until 1780.

Another small chapel was built on the Point in 1796, which has given place to St. Patrick's on Broadway. The German Catholics in 1799 erected a chapel on Saratoga street, of which St. Alphonsus, corner of Saratoga and Park streets, now occupies the site. St. Mary's Chapel, connected with the Seminary on Pennsylvania avenue, was completed in 1807; in 1806 Bishop Carroll laid the corner-stone of the Cathedral,* now rearing its majestic proportions on Mulberry and Cathedral streets. Such was the humble status of Roman Catholic buildings in this city at the death of Archbishop Carroll, in place of the numerous splendid churches and other institutions which now adorn Baltimore.

[*From "Baltimore, Past and Present; by Richardson and Bennett.* 1871."]

---

*This grand ecclesiastical structure stood for many years incomplete, and its perfect proportions did not appear to advantage until its handsome portico was added. Though it is almost destitute of ornamentation, it is a study in architecture, and has received, for its simplicity of style and perfection of proportion, the encomiums of connoisseurs.—*Editor.*

See page 34.

See pages 412, 437, 438.

Our older citizens do not need the autograph under this portrait to recognize the venerable man it represents. The artist has given his benignant expression with rare fidelity. Few men have lived who have left so pure a record as Alexander Brown. We associate with his name all that is noble in man, true in action, pure in emotion, and elevated in religion. He has done a great work for Baltimore, in establishing a house whose reputation extends over the world, for high credit and faultless character. It has perhaps exerted as large an influence as any other agency, in making Baltimore known as one of the great financial and commercial centres of this country. The House of Alexander Brown & Sons is regarded everywhere as the paternal name of Brown Brothers & Co. This is an example of paternal honor being reflected with equal lustre by the sons.

JOHN EAGER HOWARD.

A people who possess a legacy in great and good men, have a source of enriching wealth. Their works and influence abide with permanent power, shaping the destiny and supplying the life of future generations. All other possessions fade away, or are subject to loss and decay, as time accumulates over them.

A grateful spirit no less than duty, inspires a noble community to cherish the memory and perpetuate the names of those who signalized their lives by deeds of goodness or renown. It is a sad sign of the decay of true manhood, when communities become indifferent to the men of the past, to whose industry, heroism or sacrifice, they owe their civic inheritance.

The people of Baltimore and Maryland have not sufficiently honored the men whose patriotic service and hard industry earned for them the glorious portion they now possess. There are men, little known and seldom mentioned, who sustained a part in the history of Maryland and the United States, whose names should flush with pride the countenance of every Marylander. Men with a nobility of soul and heroism of action that made them monumental in history, and worthy of perpetual praise.

Among the foremost men of Maryland, in our national history, stands JOHN EAGER HOWARD.

He was born June 4th, 1752, in Baltimore county. His father was Cornelius Howard, the son of Joshua Howard an Englishman, an active adherent of the Duke of York, (James II.), who emigrated to this country after Monmouth's insurrection, and obtained a grant of land in Baltimore county, to a large portion of which John Eager succeeded and subsequently named "Belvidere."

He attained to manhood just before war was declared between England and the Colonies. He immediately enlisted in the cause of his country with the intense ardor of intelligent and high souled patriotism; raised a company of militia, of which he was chosen captain; was afterwards commissioned lieutenant colonel of the 5th Regiment of Regulars, thence transferred to the 6th, and after the battle of Hobkirk's Hill, succeeded to the command of the 2d on the death of its colonel, Ford.

He participated in the battles of White Plains and Germantown, distinguishing himself by his bravery and skill. In 1780 the Maryland troops were sent to the South; their first engagement was at Camden, S. C., where Colonel Howard displayed great skill under disaster; he retreated to Charlotte, N. C., where General Greene assumed command of the Southern army, who assigned him to General Morgan's division.

At Cowpens he acted so important and brilliant a part, that Congress conferred a *medal* upon him. At this battle, he had at one time in his hands the swords of seven officers, who surrendered *personally* to him. It was in this action that his troops, mistaking an order, retreated, when General Morgan exclaimed to him, "the day is lost;" he replied, "look at that line, men that retreat that way are not beaten." Morgan ordered him to make a stand in a certain position, but, halting his column, he faced it about, poured a volley into the enemy, then made a furious bayonet charge, utterly routing them.

In all the succeeding battles of this campaign he bore himself alike bravely and conspicuously, and was severely wounded in the battle of Eutaw.

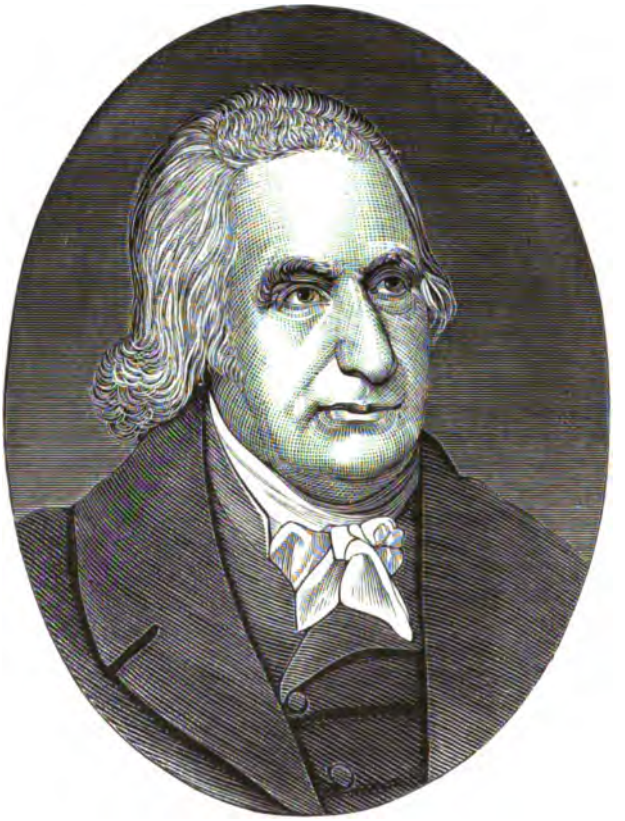
The Maryland troops returned, loaded with the praises of their superior officers. Of Howard, General Greene wrote the following words: "He deserves a statue of gold, no less than Roman and Grecian heroes." Said General Lee, "At the battle of Cowpens he seized the critical moment and turned the fortunes of the day. He was alike conspicuous at Guilford and the Eutaws, and at all times and on all occasions eminently useful."

He remained with the army until it was disbanded; then returned to his ancestral home; married Miss Margaret Chew, of Germantown, Penn., a highly gifted and refined

lady, whose graceful manner, brilliant conversation, and elegant hospitality, increased the fame and adorned the halls of "Belvidere."

Colonel Howard was not allowed to rest upon the honors he had won in war; his fellow-citizens, in November, 1788, elected him Governor of the State, which office he held for three years; in the fall of 1796, he was sent to the United States Senate, which he graced with his presence and eloquence until March 4, 1803.

He was earnestly solicited by General Washington to accept the position of Secretary of War in his cabinet, which he, however, declined. Washington wrote thus to him: "Had



JOHN EAGER HOWARD.

your inclination and private pursuits permitted you to take the office that was offered to you, it would have been a very pleasing circumstance to me, and I am persuaded, as I observed to you on a former occasion, a very acceptable one to the public."

Colonel Howard, though 60 years of age when the war of 1812 began, had lost none of the fire of his patriotism, for when the British Army flushed with victory at Bladensburg, threatened Baltimore, and the timid advocated surrender, he indignantly exclaimed, "I have as much property at stake as most persons, and I have four sons in the field, but sooner would I see my sons weltering in their blood, and my property reduced to ashes, than so far disgrace my country." Such words spoken in sight of a victorious march of the enemy, could come only from a true patriot.

The home of a man with such qualities and such a record, added to his princely fortune, would necessarily be the centre of society, and "Belvidere" was the Republican Court of Maryland, where the Soldier and Statesman, the cultured, the gay, assembled in those delightful scenes, which were characteristic of the early history of our Republic. "There gathered the veterans of the Old Maryland Line, the illustrious Charles Carroll of Carrollton, Samuel Chase, the Pinkneys, Wirts, Taneys, Bishop Kemp, Dr. Allison; the Rutledges, Lowndeses, Hugees, of the South; the Quincys, Adamses, Otises, Winthrops, of the North; and there too Marquis De Lafayette and George Washington." Probably there could not be found in the United States, another mansion signalized by such a combination of guests.

The original "Howard's Patent" was an immense estate, the portion to which Col. Howard succeeded, extended from near Pratt Street, north to the line of Jones' Falls, and from South street, west to Paca, excepting that portion included in the original corporate city limits. Upon this grand domain, the most elegant section of Baltimore is built, much of which he gave for public uses, with a liberality unequalled. Churches, Benevolent and Educational Institutions, Markets and Cemeteries, occupy land which he generously donated. He gave the space included in Lexington Market; the entire square on which the Cathedral is built, bounded by the four streets, to the R. C. Church; the Parks and Ground on which Washington Monument stands; to induce the patriot jurist of Maryland, Judge Samuel Chase, one of the signers of the Declaration of Independence, to remove here from Annapolis, he presented him with the square of ground bounded by Fayette, Lexington, Eutaw and Paca streets, on which the judge built a fine mansion, where he resided many years.

He also annexed large tracts to the city, for the purpose of extending its limits. Baltimore owes more to him than any other individual, for its growth and magnificence.

With Mt. Vernon Place, his name must be always associated; and it was a befitting providence, that the only great monument to our immortal Washington, in the United States, should stand on grounds donated by John Eager Howard, his companion in arms, upon the crown height of Baltimore, the Metropolis of the state, which was the first to nominate him to the Command of the American Army, and in whose Capitol, he resigned his commission, at the successful conclusion of the war.

Colonel Howard died in 1827. On the occasion of his funeral, business was generally suspended and the whole city seemed to assemble to do him reverence. The Military, Citizen Societies, the Children of the Public and Sunday Schools followed his remains to the grave. John Quincy Adams, then President, was in the procession with his Coach of State, in which he had driven from Washington, to pay his last respects to the old patriot. All felt that the "Noblest Roman" of the city had departed.

He left six sons and two daughters, who maintained the honor of his name and house. John Eager, George, Benjamin Chew, Juliana, William, James, Sophia, Charles.

The sons occupied prominent and distinguished positions, in national, state, municipal and financial affairs. The daughters were married to gentlemen of high standing and culture, Wm. George Read and James McHenry.

REMARKS.

In the annals of American History there is not a purer character, a more brilliant record than John Eager Howard's. In the bright galaxy of Maryland's heroes, he stands notably the chief.

He pledged his life, his fortune and his sacred honor, to his country's cause; fought gallantly by the side of Washington; twice by his personal daring turned the tide of battle; saved the fortunes of the day, and probably the liberties of the nation; shared the love and confidence of his great Commander; was offered a seat in his Cabinet; elevated to the highest positions in the gift of his fellow-citizens; he thus stands out, *ever without a biographer*, in grand relief, among the patriots of the Revolution.

What has the State of Maryland done to perpetuate the name of her patriot Son, who thus honored her, in his heroic self-sacrificing patriotism?

Nothing! Let the answer bring the blush of shame to every cheek.

What has the City of Baltimore done to honor the memory of her glorious old patriot? We search our libraries in vain for a fitting memoir; her avenues and parks, for a monumental shaft; her great institutions, for one bearing his name, and we find no trace; nothing to mark the glory of the man, and tell the generations as they come, what they owe John Eager Howard for the grand city and heritage they possess.

Citizens of Baltimore, behold what he has done for you! recall his brilliant record in the Revolution; behold him leaving the peaceful halls of his ancestral home, for the field of strife; see him turning defeat into victory, holding the swords of the conquered enemies, not sheathing his own, until the last battle is won, and his country's independence acknowledged; see him returning with the medal and honors conferred by Congress, with the encomiums of Generals Green, Morgan, Lee and Washington; behold him the noble citizen in time of peace, walking like a prince among his people, loved by all; before whom alike, old men and young, matrons and maidens, and rosy children bowed in respect and recognition of his nobility and service; see him when again England declares war, now the old man and father, rushing to the defence of his state and city, again pledging his property, his life and NOW his Sons; recall his deeds of benevolence, his donations of vast portions of his princely domain, to your city, to its churches, its schools, its avenues, its market places; remember that the grandest portions of our city now stand on his ancestral grounds; with a heart as sympathetic as love itself, and a soul as broad as the land, he freely gave and did that which he thought the welfare of his city needed. Had he possessed the spirit of selfish and exclusive pride, your city would be less grand, less known to-day. In view of all this, how do you regard that man? and will you let the disgrace stand against your city of having done nothing to express Maryland's pride in him, and to perpetuate the memory of his deeds?

It is said that nations and communities are ungrateful. They soon forget even those whose blood and treasure purchased for them their liberties. Yet there have been noble exceptions; in some of our metropolitan cities, aye, in some rural towns, there are monuments to the memory of those who signalized themselves by heroism or benevolence. This city has even reared monuments to commemorate those who, in a single action, flew to its defence at North Point, but we have done nothing for the grand old chieftain, whom above all others, we ought "to delight to honor."

Let the history of the Revolution; let the echo of the words of Washington; let that shaft that rises above Mt. Vernon Place, on grounds donated by Howard; let the associations of a thousand localities with his name; let hundreds of homes where his memory lingers; let pride of State; duty unperformed; let a grateful spirit; let these, let the sentiment of a noble people, arouse us to wipe out the disgrace of past neglect, and inspire us to rear an appropriate memorial to John Eager Howard.

REV. BEVERLY WAUGH, D. D.

FIRST RESIDENT BISHOP OF THE M. E. CHURCH IN BALTIMORE.

Among the purest and most honored ministers who have selected Baltimore as a place of residence, the late Bishop Waugh deserves recognition. His father was Captain James Waugh, who commanded a company of Virginia Militiamen during the invasion of that state by Lord Cornwallis. Bishop Waugh was the worthy son of such a sire; and as his father was the brave and patriotic military commander, so was the son a prominent and

heroic leader of christian forces in the moral battle of the ages. He was born in Fairfax County, Virginia, Oct. 25th, 1789. He professed conversion in boyhood, and while but a youth, developed most remarkably those great traits of character that combine to form the higher types of successful business men. Mr. Robins, then a widely known merchant of Alexandria, Va., by some means heard of young Beverly's abilities as an arithmetician and his skill in penmanship. He determined to receive him into his store as a clerk, and accordingly we find him employed when he was but seventeen years of age. Shortly afterwards he promoted him to the charge of his branch store at Middleburg, Loudon

County, Va. The Rev. Thomas F. Sargent, M. D., under whose preaching he had professed a change of heart, advised him to enter the christian ministry, after he had ascertained that this pious young man was strongly impressed with a divine call to the sacred office. Mr. Waugh's counsellor in this weighty matter, after prosecuting a successful ministerial career, fell dead in his pulpit at Cincinnati, Ohio. He gave to the church a son long connected with one of the most eminent families of Maryland, by marrying the accomplished Miss Sophia Carroll, a daughter of Hon. James Carroll. Honored for more than half a century by his denomination with appointments of a high order, as well as representative trusts in foreign lands, this son, the silver tongued Rev. Thomas B. Sargent,

D. D., is now closing up his useful life as one of our venerable citizens, still beautiful in features, and apostolical in appearance.

In his twenty-first year, Beverly Waugh, a "self made" young man, was received into the Baltimore Conference of the M. E. Church. During nineteen consecutive years, from 1809 to 1828, he was assigned to pastoral charges within the boundaries of the Baltimore Conference, when its circuits were vast, and its city congregations few and comparatively poor. Seven of these years were spent in our city in laborious clerical work. When in his twenty-fourth year, he was married to Miss Kate B. Bushby of Washington, D. C., a lady of piety and culture.

While Rev. B. Waugh ranked high even in early manhood as a preacher and pastor, his practical business habits were very conspicuous. These were so marked, that in 1828 the General Conference holding its quadrennial session at Pittsburg, Pa., elected him assistant agent with the Rev. John Emory, D. D., in the direction of the affairs of the great publishing house at New York, still known as "The Methodist Episcopal Book Concern." The establishment was heavily in debt, and the business of the institution much deranged. These grand business men, ministers though they were, entered on their work with wisdom and energy, and the fruits of their labors would have reflected credit on such princes in mercantile life as Stewart, and our late lamented Devries. During their *quadrennium*, the financial obligations of the concern were all cancelled, eligible lots purchased, and a new building unencumbered by debt, was erected. How much wiser were they in their generation than many of our own decade, who build beyond their ability, laying undermining ground rents beneath costly stuctures, and roofing them with mortgages from cornice to cornice. It was during this term that the "Methodist Quarterly Review," the representative periodical of the church was founded. Dr. Emory, who was a native of our state, attributed much of this splendid success to the intellectual force, tireless exertions and practical common sense of Mr. Waugh.

At the next session of this supreme convention of the denomination, held in 1832, Dr. Emory was elevated to a Bishopric, and the same body attested its judgment of Mr. Waugh's ability by promoting him to the chief agency of the Concern. In this high and important position his success was signal. During these four years the capital, assets and resources of the house were greatly increased, and the publications of its presses were widely scattered. Mr. Waugh was preparing a report of his work for the General Conference of 1836, when, on the morning of Thursday, February 18th, the property accidentally took fire, and ere the darkness of night fell over the great city, the building lay in smoke and ruin, amid blackened debris. Within a few hours, a winding sheet of flame had invested an uninsured property that had risen under Mr. Waugh's management, to the value of a quarter of a million of dollars. The ensuing General Conference honored itself no less than its faithful servant, when it promptly expressed its confidence in Mr. Waugh and its admiration of his genius and energy by elevating him, in company with Bishop Thomas A. Morris, to a seat in the Episcopal College. Then, chosing this fair city as a place of residence, he began in the prime of his physical and intellectual powers, his career of responsibility, fatigue, anxiety and toil as a Bishop of a great church. During twenty-two years, from 1836 to 1858, he discharged the arduous duties involved in his office. By the decease of Bishop Elijah Hedding, D. D., he became in 1852 Senior Bishop, which honor he surrendered in sudden and unexpected decease at Baltimore, February 9th, 1858. His funeral discourse was preached by the late lamented Bishop Edmund S. Janes, D. D., and his remains await the resurrection of the just, beside those of Bishops Asbury, George and Emory, in the "Preachers' Lot," at "Mount Olivet Cemetery." Here also sleep the scholarly Rev. Robert Emory, D. D.; the "Apostle of Methodism to New England," Rev. Jesse Lee; and a goodly company of holy ministers, whose names are "as ointment poured forth," and whose deeds of moral heroism a grateful church will preserve in literature and monumental stone.

How pleasant the recollections of this eminent minister and citizen! He had a manly form, a placid face, flowing locks of silver, a dignified mien and dark, brilliant eyes. Who possessed a higher sense of honor than he! It is a remarkable fact that during his protracted episcopate, he never failed to preside at any Conference to the presidency of which his colleagues had appointed him. Regardless of domestic afflictions or personal inconvenience, he was at these ministerial gatherings, whether their sessions were amid the snow-clad forests of Maine or the broad prairies of the "Far West." As an illustration of his labors west of the Mississippi, he organized, as early as 1840, the Texas Conference, when that State was the "Lone Star Republic." He was accompanied then by the Rev. Thomas O. Summers, D. D., now the eminent historian of the Methodist Episcopal Church South, whom Bishop Waugh appointed one of the earliest Texan missionaries. His journeys were accomplished not on the luxurious chairs or soft berths of "Palace Cars," but by all kinds of primitive conveyances, including the rough rail car, the lumbering stage, and the wearisome saddle. Going from Baltimore on these official missions, he presided over one hundred and fifty Conferences, assigned to their pastoral charges twelve thousand ministers, ordained three thousand clerical candidates, preached more than two thousand sermons, travelled more than one hundred thousand miles, and performed much other collateral work involving danger, self-abnegation, hard toil and the taxation of sympathy.

He was an ardent lover of Methodism, but was not bigoted. Broad catholicity of spirit, overshadowed his denominationalism as the curve of violet arches the fringe of red in the rainbow. He was a genial companion and a solid preacher. His favorite pulpit themes were the cardinal doctrines of the New Testament. His outline in the sacred desk, Massillon sketched when he wrote; "I love a serious preacher, who speaks for my sake and not for his own; who seeks my salvation and not his own glory."

Milman has written, "It matters not when, where or how unexpectedly a righteous man falls asleep, death cannot come to him untimely, *who is fit to die.*" Bishop Waugh died suddenly at the age of sixty-nine. He had returned from pulpit work at Carlisle, Pa., quite unwell; erysipelas ensued. Days passed and his distinguished physician, Dr. Dulin pronounced him convalescent. Apparently recovering, he fell asleep without warning or struggle. His immediate decease was attributed to an organic disease of the heart. Death came to him as gently as the Zephyr kisses a flower from a grove of bloom; came as softly as the light of sunset steals away from some mountain peak; came as Longfellow beautifully pictures, when he says,

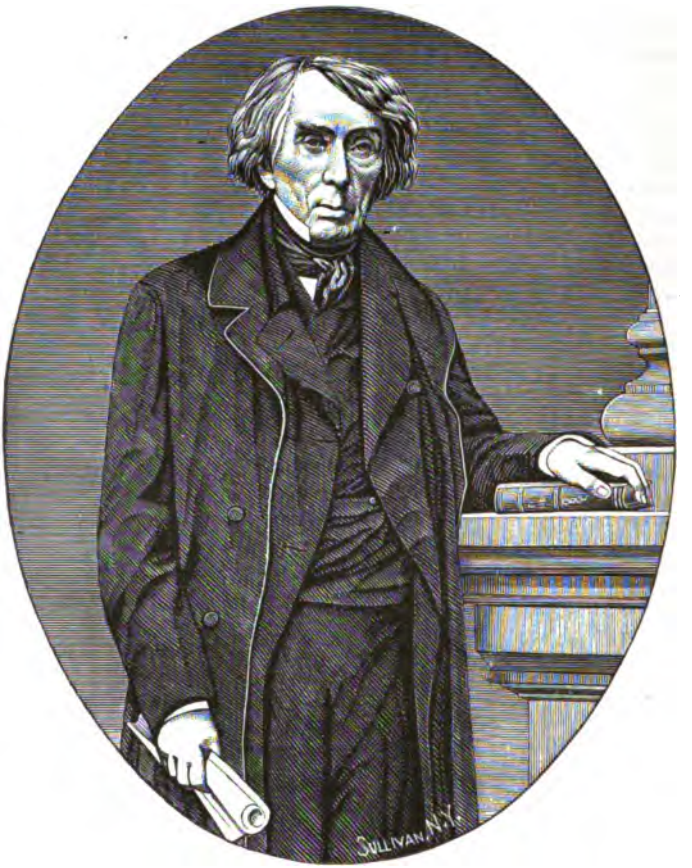
> "Death laid his hand
> Upon his heart gently, not smiting it,
> But as a harper lays his open palm
> Upon his harp to deaden its vibrations."

ROGER BROOKE TANEY,

LATE CHIEF JUSTICE OF THE UNITED STATES SUPREME COURT.

We have already alluded on pages 73-4 of this work, to some of the eminent jurists, the lustre of whose names has shed imperishable renown on the bench and bar of our city and State. Among them to the illustrious Chief Justice of the United States, whose revered and august figure, we present in this article, and who, for half a century stood, *facile princeps*, in that bright galaxy where shone resplendent, the genius of Pinkney, Wirt, Martin, Nelson, Mayer, McMahon, Johnson—all honored sons of our grand old commonwealth.

Of Chief Justice Taney, it is difficult to speak further, except in the language of glowing admiration and eulogy. Of his life and character, it has been most truthfully said by an eloquent panegyrist, that there were few greater and none loftier, or purer in the annals of our country. In his native state, there are surely none which can excite a more grateful reverence and pride, while among the elders of our generation, who can remember the beauty of his private life, or recall his kindly smile, his gentle, gracious speech and manner, he is ever mentioned with the warmest sentiments of veneration and love.



R. B. Taney.

In behalf of our state, we are proud to say, that she has not been content to suffer her sentiments of affection to remain recorded alone in the cold formality of words, but with a generous liberality, has caused them to be sculptured in bronze and placed conspicuously at her capitol, in a majestic statue of the great jurist, in the form and figure in which he was accustomed to sit in judgment. In the performance of this duty, she invoked the skill of her eminent artist son, the lamented Rhinehart, who, with no other assured reward than the pride and pleasure of joining his fellow-citizens in their tribute to the

illustrious dead, cheerfully undertook, and faithfully executed the work. At the unveiling of this statue in Annapolis, December 10th, 1872, our eloquent and distinguished fellow-townsman, Severn Teackle Wallis, pronounced an oration, commemorative of the virtues and character of the Chief Justice, which for the beauty and force of its diction, the fervor of its eloquence, is worthy of his own, as well as the fame of his illustrious subject, and will be read with admiration as long as the statue itself shall endure.

Roger Brooke Taney was born in Calvert County, on the 17th day of March, 1777, when the land of his nativity was but a revolted colony, making the span of his life coeval with that of the State itself. His ancestors were English Catholics, who had settled in Maryland more than a century earlier, and were of high social position on both sides. Roger inherited little from his parents besides a good name, strong mental endowments, and that feeble condition of bodily health, which attended him throughout the protracted years of his brilliant life. He received the rudiments of his education at the village schools of the neighborhood, his studious habits and fondness for books, however, which were very early developed, aided by the advice and importunity of the best of his preceptors, induced his father to send him to Dickinson College, at Carlisle, Pa., where he graduated with the diploma of Bachelor of Arts in 1795, at the age of 18 years.

Upon leaving the College he went to Annapolis and commenced the study of law in the office of Judge Townley Chase, being admitted to the bar in two years thereafter. By the earnest solicitation of his father, who was himself a member of the General Assembly, he reluctantly entered the field of politics, stood as a candidate, and was elected as a representative for one session in the same body.

In view of the greatness of his after successes, it is rather amusing to read his own account of his first attempt at oratory. It was in his first case at law, which was tried before the Mayor's Court at Annapolis. He says, his hands so trembled that he could not take a note, that when he arose to speak, he was compelled to fold his arms tightly across his breast, and to brace his limbs against the table to prevent falling to the floor. Having, however, enjoyed a few years of a rapidly increasing practice, and acquired the esteem and confidence of the people, he removed in 1801 to Frederick, which, next to Baltimore, was then the most flourishing Borough of the State. Here his conspicuous talents and high personal character soon procured him an ample professional patronage, and placed him in the front rank of social position.

In 1816 he was elected to the State Senate, in which, for many years, he was the peer of the distinguished men who sat around him, at a time when that body was unsurpassed by any Legislative Assembly in the land, in ability, dignity and moral elevation.

In 1822 he removed to Baltimore City, and in a few years, on the unanimous recommendation of the bench and bar, was appointed to the office of Attorney General of the State, by the Governor and Council, who were at the time of different political sentiment. He was successively appointed by President Jackson, Attorney General of the United States, and Secretary of the Treasury, in which positions he so far won the esteem and confidence of the hero President, that upon the death of Chief Justice Marshall, in 1836, he nominated him as the successor of that illustrious jurist. Upon being confirmed by the Senate, he entered upon the duties of that exalted station, which he continued to fill with unexampled distinction until his death in 1864.

Many of the times and scenes covered by this record, were of the most stormy and turbulent character. Partisan fury and malice raged at their highest pitch. In the midst of the most violent of these perturbations could often be seen the thin, frail form of Taney, holding aloft the scales, and silencing the tempest of passion, as the grand and awful embodiment of immaculate justice.

It is in this attitude, not in his political life, stormy and eventful as that was, that his country delights to contemplate him. To that serene elevation he had indeed ascended through much tribulation. Afflicted from his earliest years, with a keen, morbid sensi-

tiveness, the result of his bodily infirmities, weighed down with domestic sorrows, the trials and toils of an active life, assailed by persecution, ingratitude, and the shafts of malice, his own natural temperament strong and vehement, he preserved through all, an unyielding fortitude, a Christian meekness and forbearance, a gentle and calm resignation, which, under the severest provocation, were never known by his closest intimates to have forsaken him.

It was through trials and preparations such as these, that he was providentially fitted at the ripe age of sixty years, to receive the mantle of the Chief Justiceship of his country, as it fell, spotless, from the shoulders of the immortal Marshall.

Of his qualifications for that elevated station, it may be said, that no man more fully realized the grandeur of high judicial functions, or felt more profoundly their responsibilities than he, or did any man ever bring to the discharge of his duties in such positions, a more sublime moral courage, or a more incorruptible conscience. Of his abilities as a lawyer, they were the most complete. He had mastered every branch of legal learning; had appeared in every form of tribunal, and was to an extraordinary degree familiar with the practice in every species of courts, whether of law or equity.

In the employment of language he sought no aid from the rules of rhetoric, or the supposed graces of elocution, never indulged in flights of the imagination or quoted from the effusions of poetry. His diction, however, was always chaste, pure and classical, his arguments, like the sword of Othello, of the "ice-brook's temper," keen, sharp, and incisive. When, nevertheless, he was warmed with the excitement of his theme, his eloquence became impassioned and persuasive, at times overwhelming; and as he always spoke from his heart, and as his heart was always right, he was heard with great effect, his exalted private character imparting an influence which even his great abilities would not always have secured.

In his person, the Chief Justice was tall, thin and spare of frame, his attenuated form for many years being somewhat bent with the infirmities of age. To the casual observer, during many of his declining years, he would not have at any time appeared to have a half a dozen years of life before him. But a closer inspection revealed the presence of that unyielding will power, which braced and vivified the springs and fountains of being; a cheerful Christian temper, which constantly replenished the lamp of life with a bright and even flame.

Among his associates of the bench and bar, he was ever revered and loved as their guide, counsellor and friend; while by the officers and attaches of the various courts over which he presided, he was regarded with the affectionate veneration of children for a father. Nor was this gentleness of speech and manner restricted to circles and classes such as these. It was everywhere uniform and habitual, bestowed alike on all from highest to lowest, even to the humblest servant and domestic of his household.

Dr. Johnson said of Edmund Burke, that no one could possibly meet that celebrated statesman, if only for a few minutes, while seeking shelter from a sudden rain shower, without discovering that he had met one of the greatest men in all England. In like manner it may be said that no one could encounter Justice Taney without being made sensible that he had met, if not the greatest, yet one of the *best* of men. It can be truly said that no one, however lowly his position in life, ever came within the influence of his kindliness of heart and failed to experience something of this truth. A noteworthy instance was recently related by a gentleman, who is now one of the most prominent and successful citizens of Baltimore. Forty years ago, when a mere boy, he came from the country; he was employed in distributing a daily newspaper of which the Chief Justice was a patron. On one occasion, when calling for his subscription dues, he was for some cause kept waiting a long time at the door. Mr. Taney, becoming aware of the fact, came forward, and kindly said to the boy, "Why, my lad, did you wait here; why did you not send for me. I would have attended to you with pleasure. Always send

for me; I will not keep you waiting;" and having paid him, he dismissed him with encouraging words of advice. The boy experienced a glow of unwonted pride, that he, a friendless youth, had been so kindly spoken to and recognized by so great a man, and as he descended the steps he buttoned his jacket tightly across his breast, and felt encouraged to persevere in the great battle of life. The sunshine of the smile and the kindly tones of the voice of the great and good man, have never been effaced from the heart and memory of the gentleman to whom we refer.

Such was the great Christian jurist and statesman, to whom our city and State may ever point with a just pride as among the brightest of their jewels.

CHRISTIAN MAYER.

Among the earliest founders of commercial houses in Baltimore was Christian Mayer. Our German friends will see the origin of this name of Mayer in the following verse from an old ballad:

> Der Hirt lässt die Heerde, der Wirth lässt den Krug,
> Der Knecht lässt die Pferde, der Bauer den Pflug;
> Der Vogt und der Mayer komm' scheltend gerannt;
> Der Heini von Steier ist wieder im Land.

This gentleman was by birth a German and came to Baltimore-town from Ulm, in Wurtemberg, in 1784. In that free Imperial city his family can be traced back to the beginning of the sixteenth century, when his first known ancestor was "Stadt-hauptmann" of Ulm.

Like all German merchants, he was thoroughly trained for business, having served for several years, before attaining his majority, in the celebrated commercial house of Frei & Pestalozzi in Zurich, Switzerland.

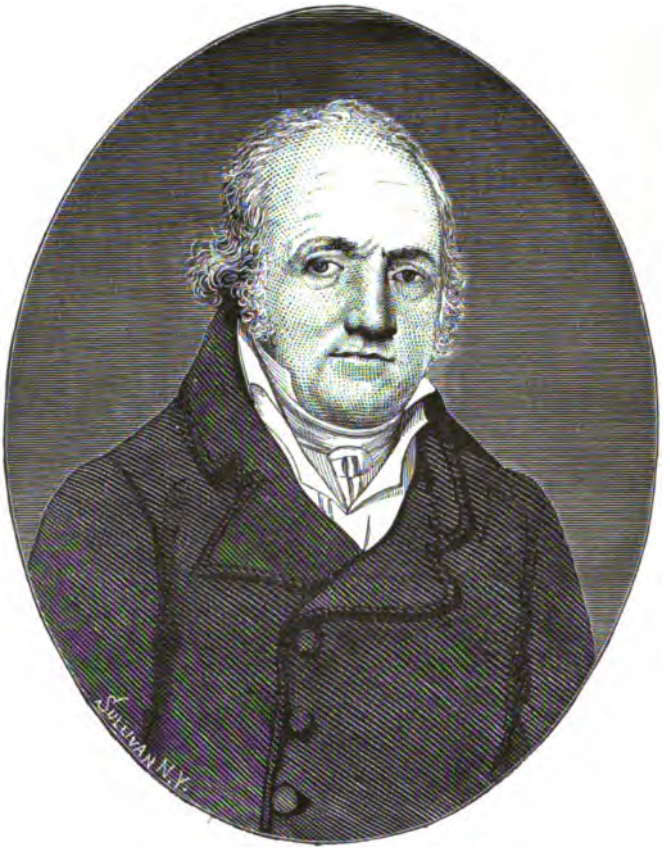
He was twenty-one years old when he began his career in Baltimore-town, then consisting of about 13,000 inhabitants; he never changed his adopted home, and was closely identified with the commerce of Baltimore, as town and city, till his death in 1842. To 1800, he was one of the firm of Adrian Valck & Co., which carried on an extensive trade with Holland, in tobacco and other products of Maryland and Virginia.

Afterwards, with Mr. Lewis Brantz, his life-long friend and countryman, he formed the firm of Mayer & Brantz, well known in its day for its trade with the East Indies and most of the ports of Europe. This direct trade with distant countries was one of the prominent features of the business of Baltimore in the early days of this century, and such houses as Mayer & Brantz, Von Kapff & Brune, Focke & Co., William Lorman & Son, Smith & Buchanan, William Wilson & Sons, William Patterson, Robert Gilmor, Robert Oliver, John Donnell & Sons, Isaac McKim, and others, gave the highest commercial character for energy and extended enterprise to the nascent city. Mr. Brantz was the first president of the Philadelphia, Wilmington and Baltimore Railroad, which was completed a short time before his death in 1838, and a survey that he made in 1817 of the harbor of Baltimore, at the instance of the marine insurance companies of the city, was used till recently superseded by the maps of the United States Coast Survey.

After 1820 the firm of Mayer & Brantz was dissolved, and Mr. Mayer, for the residue of his useful and exemplary life, filled the position of president, first of the Patapsco Marine Insurance Company, and afterwards, of the Neptune Marine Insurance Company. His knowledge of all matters of insurance was remarkable, and he was considered an authority on such questions; particularly in the law of averages, were his skill and experience highly prized. We find in the preface to the first edition of "Phillips on the Law of Insurance," published in 1823, homage paid to Mr. Mayer's reputation in this regard, even

by a citizen of Boston. Mr. Phillips says: "The branch of insurance law relating to losses is not very satisfactorily settled in the books; and I have endeavored to acquaint myself more fully with it, by communicating with experienced and eminent insurers. In this respect, I am under great obligations to several gentlemen, in particular, to Christian Mayer, Esq., president of the Patapsco Insurance Company of Baltimore."

Mr. Mayer was the first Consul General accredited to our Government from the Kingdom of Wurtemberg. He held this office for many years, till the day of his death. He



Your ever affectionate
Chr.n Mayer

was also one of the founders, in 1817, of the "German Society of Maryland," for the protection and aid of German immigrants. The first officers of this benevolent association, elected March 3, 1817, were as follows:

President, Christian Mayer; vice presidents, Dr. A. J. Schwartze, B. J. Von Kapff, General John Stricker and Henry Schroeder; managers, Justus Hoppe, Lewis Brantz (partner of Christian Mayer), Conrad Schultz, Jacob Small, F. L. E. Amelung, William Krebs, John Frick, Samuel Keerl, John F. Friese, Peter Sauerwein, Michael Kimmel, (father of Hon. William Kimmel,) and Jesse Eichelberger; treasurer, Frederick Waesche;

secretaries, Lewis Mayer (eldest son of Christian Mayer) and Laurence Thomsen; counsellors, David Hoffman and William Frick; physicians, Dr. John Geo. Wolff and Dr. Jacob Baer—all names still familiar to us as those of prominent living citizens, their descendants. Mr. Christian Mayer held the office of president until 1821, since which time the presidents have been as follows: Justus Hoppe, 1821 to 1832; Charles W. Karthaus, 1832 to 1840; Albert Schumacher, 1840 to 1871; Herman Von Kapff, of the firm of Von Kapff & Arens, 1871 to 1878. Mr. Claas Vocke is now president.

Mr. Mayer began his business career and entered into the silken bands of matrimony simultaneously, for, acting on the well known advice of Dr. Franklin, he had hardly been six months in the country ere he had taken to himself a wife from among our worthy neighbors across Mason & Dixon's line.

From this marriage have sprung names highly respected, in law, literature, art, science, and business.

One of Mr. Mayer's sons, Charles F. Mayer, was an eminent lawyer and law-maker, well known as an active practitioner for over forty-five years in this State and elsewhere, distinguished for his eloquence and astuteness as an advocate, and his deep knowledge of law in all its branches. He loved what was true, and kindled at wrong in any form, whether bold, insidious or mean; and was always ready and eager to enter the lists in the cause of the oppressed and friendless, without thought of pecuniary reward. He was one of the originators of the House of Refuge and of the Home of the Friendless; and the Baltimore and Ohio Railroad and the Chesapeake and Ohio Canal were in their early days of struggle greatly helped by legislation earnestly advocated by him when Senator from Baltimore City in the Maryland Senate, from 1830 to 1835.

His brother, Brantz Mayer, is widely known throughout this country and Europe by his works on Mexico, where he resided for several years as Secretary of Legation; by his life of the African Slaver, Captain Canot; and various other works of great literary merit. Mr. Mayer was one of the founders of the Maryland Historical Society and for some time its president. He has contributed to the Society many able papers and discourses on historical subjects, and especially does he deserve praise from all Marylanders for his vindication of Michael Cresap from the charge of having murdered the family of Logan, the Indian, whose celebrated speech, falsely blackening the fame of Cresap, has been handed down to us by Thomas Jefferson. Mr. Mayer delivered the address at the dedication of the Athenæum of Baltimore. He was, for some years, editor of the Baltimore "American," and a constant contributor to that paper and other papers and reviews. He was one of the executors of John McDonogh and afterwards agent of the city of Baltimore to administer the trust in New Orleans.

Mr. Brantz Mayer has frequently called the attention of the State officials to the neglected condition of our Proprietary and State records, which are fast crumbling into dust. He presented an elaborate memorial on the subject to the Legislature of 1878, suggesting the establishment of an archive at Annapolis for the collection, arrangement, preservation, and finally the printing of these invaluable original documents. The Legislature did not act on the memorial; but it is earnestly hoped that the Legislature of 1880 will adopt Mr. Mayer's suggestions.

In the second generation, we have Charles F. Mayer, (the son of Lewis, the eldest son of Christian,) a gentleman who holds an enviable position in the community as a man of the clearest and readiest intellect and of the highest probity, and of remarkable energy and decision of character; in a word, an exemplar of the experienced man of business of the first rank. He is the head of the house of Mayer, Carroll & Co., miners and shippers of coal; president of the Despard Gas Coal Company; a director in the Western National Bank of Baltimore, and president of the wealthy corporation—second in this State only to the Baltimore and Ohio Railroad—the Consolidation Coal Company, and also president of the Cumberland and Pennsylvania Railroad.

Of this second generation the following are sons of Charles F. Mayer, the son of Christian: Francis B. Mayer is distinguished as a *genre* painter. His works are sought after and much admired by all true connoisseurs in high art. One of his best works—"Annapolis in 1750"—was painted for the Peabody Institute and is now in its picture gallery. His life-like portrait of Ex-Mayor Latrobe adorns the walls of the City Hall, and engravings of his portraits of Chief Justice Taney and Mr. McMahon are found in all our lawyers' offices.

Of his brother, Alfred M. Mayer, the "Popular Science Monthly," of December, 1876, in a sketch of his life says: "Among the younger physicists of the country, who have done honor to American science by the interest and extent of their original researches, Prof. Mayer holds a distinguished place. Though now only in the prime of his manhood, he has already made many refined and elaborate experimental researches, by which he is widely and favorably known to men of science both in this country and Europe." The English scientist, Tyndal, in his lectures, in which he gives an account of Prof. Mayer's discoveries, calls him the "Helmholtz of America." He now holds the position of Professor of Physics in the Stevens Institute of Technology, at Hoboken, near New York. He has recently published two works, one on "Light" and the other on "Sound."

Lewis Mayer, another son of Charles F. Mayer, is the author of several works treating of the Law of Maryland, which are in constant use by the bench and bar of this State.

FREDERICK W. BRUNE.

An interesting feature in the commercial history of Baltimore is the fact, that many of its most distinguished merchants have been drawn from a number of the great nationalities of Europe.

French and German, English, Scotch and Irish, as well as American merchants, have contributed by their intelligence and enterprise to promote its rapid growth.

During the eventful period between the Revolutionary war and the close of the last war with Great Britain, when Baltimore from a village became a great and prosperous city, the foreigners who established themselves in business in Baltimore were chiefly Irish and Germans, and it is remarkable that while many of the German merchants were men of culture as well as intelligence, and nearly all of them were well prepared for a business career by a thorough education in the counting houses of Germany, and the Irish were generally without the same advantages of preparation, the latter were far more successful than the former.

During this period Irishmen founded the great commercial houses of Wm. Patterson & Sons, Robert & John Oliver, Wm. Wilson & Sons, the McKims, Alexander Brown & Sons, and John Donnell & Sons, all of which were very successful, and some of which have continued to prosper for several generations, while the house of Von Kapff & Brune was the only German house, largely engaged in foreign commerce, which was founded before the year 1800, and was able to survive the disastrous commercial epochs of 1799 and 1819 in this city.

Mr. Brune of this firm may well be presented as a good representative of the highest type of the German merchant. Educated from his youth in an admirable counting house of his native city of Bremen, he came to this country able to converse in three languages. He had a cargo of German linens consigned to his care by his German friends, and proposed to join his brother, who was established in New York, but the death of Mr. Von Kapff's partner in Baltimore, without a legal representative, while Mr. Von Kapff was in Germany, induced three of the leading houses of Baltimore to call Mr. Brune from New York to take charge of the business, under their guarantee that all his acts would be con-

firmed. Mr. Von Kapff not only confirmed them, but in 1799 induced Mr. Brune to join him in his business as a partner, and from that time until the death of Mr. Brune in 1860 his firm of Von Kapff & Brune, and subsequently of F. W. Brune & Sons, enjoyed a very high reputation for enterprise, liberality, intelligence and honor.

In 1802 his firm became ship owners, and before his death his commercial flag had been honorably borne not only at the great commercial centres of Holland, Germany and England, but in France, Spain, Italy, and in the waters of the Orinoco and La Plata and in nearly every port of the West Indies and South America, and as far as Calcutta and Canton.

FREDERICK W. BRUNE.

The firm suffered from spoliations, under the Berlin and Milan decrees, of their vessels and cargoes in the Elbe, at St. Sebastian's in Spain, and at Naples, and a vessel of war, which they built for an agent of Christopher of St. Domingo, was not paid for, and was loaded by them on joint account with Mr. Oliver, and captured by a British cruiser on the coast of France, under the British Orders in Council.

At one time this firm, with three other Baltimore houses, owned and loaded the sloop of war Warren, which successfully defied the paper blockade of St. Domingo.

One of their clippers made the passage from Valparaiso to Baltimore in 69 days, and another from Montevideo in 35 days.

One of their captains spoiled a most fortunate outward voyage with flour round Cape Horn, by investing the proceeds in Rio coffee, now one of the largest and safest of the

imports of Baltimore, but then so little known that they were obliged to reship it to Havre, where it was sold at a heavy loss.

Mr. Brune was an officer of the first Chamber of Commerce of the city, a Director of the United States Bank from 1819 until it ceased to be a national institution, and subsequently, and until his death, a Director of the Merchants' Bank. He was one of the founders of those excellent institutions, the Savings Bank of Baltimore, the Equitable Fire Insurance Company, and the German Society of Maryland, and he and his partner were largely interested in the Turnpike Road Companies, which were so instrumental in promoting the early prosperity of the city.

Mr. Brune was distinguished for the urbanity and simplicity of his manners, the outgrowth of an innate dignity of character, united with great amiability and a rare modesty. He died at the age of eighty-four, having seen the city of his adoption grow from thirty thousand inhabitants to nearly ten times that number, and during all this time he enjoyed the undisturbed respect and esteem of his fellow-citizens of all classes.

MOSES SHEPPARD.

See pages 48, 49, 50.

Moses Sheppard, son of Nathan and Sarah (Shoemaker) Sheppard, of Greenwich, N. J., worthy members of the Society of Friends. Born about December, 1778; died February 1st, 1857; aged 84.

REV. RICHARD FULLER, D. D.

For nearly thirty years the Rev. Richard Fuller, D D., was a prominent citizen and an eminent divine of this city. He was born in Beaufort, S. C., April 22, 1804. He was first connected with the college in his native town, (then under the presidency of Rev. W. T. Brantly, D. D., senior) but subsequently he matriculated at Harvard University where he completed his academical studies in 1824. He would have graduated, we have heard, with the highest honors of his class, but for the failure of his health during the latter part of the collegiate term.

In the year following his graduation he entered on the practice of law in Beaufort. His striking talents early commanded a lucrative business, and it was soon apparent that the distinction he had won at college was but the forshadowing of an eminent career in subsequent life. He had not been long engaged in his profession before his reputation was decidedly enhanced by the successful management of an important case which was attracting public attention. A murder had been committed under very aggravated circumstances and a man was arrested and charged with the crime. Mr. Fuller was employed as his counsel. When the trial came on, the solicitor for the State made out such a damaging case against the prisoner that it seemed no one could entertain a reasonable doubt of his guilt. His counsel (the subject of our sketch) replied with such eloquence and power, that there was a universal reaction in favor of the man whose guilt just now was apparently established. At the conclusion of the speech the court adjourned for dinner. On reassembling in the afternoon, the solicitor stated that he had overheard some of the jury declaring that the prisoner was not guilty. On this account he refused to proceed with the trial and entered *a nolle prosequi*, saying that he would remand the prisoner to jail and bring him before another jury. On hearing this announcement, young Fuller immediately moved that the prisoner be discharged. The motion was denied by the judge and the man was remanded to jail in accordance with the purpose of the prosecuting attorney of the State. The prisoner's counsel carried the case to the Court of Appeals at Columbia. After hearing arguments on both sides, Mr. Fuller bore off the palm. The court sustained the appeal and the prisoner was promptly discharged from custody. This triumph before the highest tribunal of the State—a body composed of eminent jurists—secured for the young barrister at an early stage of his career, a professional reputation which gave him rank with the most distinguished members of his profession and thus early commanded for him a practice, which in ordinary cases, is attained only after long years of toil and waiting.

Mr Fuller continued his legal pursuits with a constantly growing reputation and success until the autumn of 1831. At this time the village where he resided was visited by a powerful revival of religion which numbered among its converts some of the most brilliant young men of the place, the rising young lawyer among the rest. He united with the Baptist church in the town. Being irresistibly impressed with the conviction that it was his duty to preach the gospel, he relinquished a practice worth at the time $5000 a year, together with prospects of secular promotion as brilliant as those enjoyed by any young man in the State, for the self denying duties of the christian ministry. He became pastor of the church to which, on conversion, he had attached himself. It was composed largely of colored people—some two hundred whites or even less, together with many hundreds of slaves who worked on the adjacent plantations and repaired to Beaufort every Sabbath for worship. To the interests of the colored race much of his attention was given during his Southern residence. Being himself a large slaveholder, he keenly felt the responsibility of the position and whilst making provision for the temporal wants of his bondmen he ministered zealously to their spiritual interests. At the same time he preached frequently to the slaves of the vicinity generally, and was the means of converting large

numbers of them to Christ. On the day of his ordination he baptized more than one hundred colored persons, and his church was enlarged through successive years of his ministry by numerous additions from this source.

During his ministry in Beaufort, Dr. Fuller was invited to discuss with Rev. Dr. Wayland, President of Brown University, the question, whether the Scriptures permitted the relation of master and slave? The invitation was accepted—Dr. Fuller affirming, Dr. Wayland denying. The former sustained his views in a series of letters addressed to

R. Fuller

the latter, to which the latter replied in a like number of communications. The debate was conducted in a most fraternal spirit—as pleasant personal relations existed between the Rhode Island abolitionist and the Southern planter. Dr. Fuller so far from offering any apology for the laws of his state, which prohibited the education of negroes, condemned them very decidedly, as he did every other injustice practised on the slaves. He held that it was the duty of masters in obedience to apostolic command, to render to them the things which were just and equal. Having done this, he claimed that he might scripturally require proper service at their hands, which in his view, was all that slavery implied. The

result of the debate was just what was usual in like controversies; both sides claimed the victory. The discussion was circulated at the South as evidence that slaveholding was not inconsistent with the word of God, whilst at the North, the opponents of slavery claimed that it was a complete vindication of the Bible from the charge of sustaining domestic slavery. All conceded, however, that the controversy was pre-eminently able, and that it was pervaded by the most christian temper.

In the year 1846, the Seventh Baptist Church of this city, then worshipping on Calvert street, invited Dr. Fuller to become their Pastor. He accepted on condition that a house of worship be built in a suitable locality. The terms were complied with, and on the completion of the present edifice, (northwest corner of Saratoga and Paca streets,) in the summer of 1847 he entered on his duties as pastor. His reputation commanded immediately, very large congregations, and the church was soon greatly increased by the addition of new members. It had multiplied to such an extent in 1870, that it was judged proper to build another house of worship in the northern part of the city. As the result, the Eutaw Place Baptist Church, corner Eutaw Place and Dolphin street, was finished in April, 1871, and occupied by a large colony which at this time emigrated from the old church. Dr. Fuller became the pastor of the new interest and ministered to them with marked success until his lamented death in October, 1876.

During the war between the States, Dr. Fuller's position was delicate and painful, but he bore himself both courageously and patriotically—at no time compromising his position as a minister of Christ. He was at the outset opposed to secession and warmly in favor of the Union. At the same time he was averse to a fratricidal war and would have said to the seceders, "Wayward sisters, go in peace." When the internecine strife began, though his heart was crushed, he recognized his duty to the flag under which he was living and carefully abstained from any act which might savor of disloyalty. On one occasion, a man, suspecting his Southern sympathies, was anxious to betray him into conduct which might justify his arrest. For this pupose he sent a detective to hold a colloquy with Dr. F., in order to elicit his opinions, and to procure help for a company which, it was alleged, was being secretly recruited in Baltimore for the Confederate service. But when Dr. Fuller promptly replied to the applicant, "Do you know, sir, that you are asking me to engage in work treasonable to the government under which we live?" The detective was glad to retire from the interview. There were in his congregation the northern and the southern elements of the most pronounced type, but by eschewing all political complications, and confining himself strictly to the duties of his sacred office, the church was held together in the utmost harmony—the Pastor being a bond of union which united them in firm concord, whilst there was so much in the exciting topics of the day, calculated to rend them into fragments.

Whilst a zealous supporter of the tenets peculiar to the denomination of Christians with which he was identified, Dr. Fuller was in cordial sympathy with true Christians of every name, and with the different benevolent enterprises of the day. We remember when the death of Dr. Eddy, of the Methodist Church, brought together a large congregation for a memorial service, Dr. Fuller, who was prevented from being present on account of indisposition, addressed a note to the meeting, in which he expressed a high appreciation of Dr. Eddy's ministerial work, and his sincere condolence with them in the bereavement they had sustained. "Grace be with all them that love our Lord Jesus Christ in sincerity" was an apostolic utterance which he cordially accepted and which he loved to repeat. "In essentials, unity; in matters of doubt, liberty; in all things charity," was what he enjoined on others and practiced himself.

It is as the great preacher, that Dr. Fuller has made the strongest impression on the age in which he lived. He wielded, it is true, a powerful pen, he was an able debater, he was brilliant at repartee, he was a faithful pastor and a constant friend, but it was as an ambassador for Christ, pleading his claims before a lost world, that he was transcendently

grand. Nature made him an orator in advance of any culture. An imperial presence, an eye expressive of every variety of emotion, a voice at once melodious, pathetic, and powerful, a carriage easy, graceful and natural, were among the gifts received from nature. When these, enriched by a glowing imagination and an intellect of the first order, and all improved by early culture and subsequent application were pervaded by an earnest consecration to a noble purpose, the result was "an able minister of the New Testament, a workman who needed not to be ashamed, rightly dividing the word of truth."

Since his decease, the Eutaw Place Baptist Church have placed a tablet on the wall of their beautiful sanctuary commemorating his virtues. His resting place in Greenmount Cemetery, is also adorned with a massive monument reared by loving and grateful hearts. The "Fuller Memorial Chapel," on the corner of Patterson avenue and Calhoun street, is another of the posthumous testimonials to the high estimate with which he was regarded.

WILLIAM DEVRIES.

There is not a more honorable title than, "the upright merchant." It is a distinction to be won in a warfare, and against temptations, that obtain only in a mercantile career. Not many come through a protracted course, unscathed and untainted. It is an occasion of congratulation, that the commercial history of Baltimore shows a long list of merchants who have honored their occupation by pure lives and honest trading.

It is peculiarly refreshing, in these days of defection, when names that once were regarded as synonymes of commercial honor, have become disgraced or tainted with suspicion, to turn to those who have closed their earthly account, leaving a record unassailed and unassailable. They restore our waning confidence in men, and encourage us still to strive after legitimate success, which, as they have shown, is really attainable.

The name of William Devries has now become historical in the commercial annals of Baltimore. We write it prominently, among our best and most successful merchants, not only because he was a good man and an eminent tradesman, but to accredit to him and his house that important part they have contributed to extend and benefit the trade of this city, and to set him forth as an example of true manhood, triumphing over the labors and temptations of a business life.

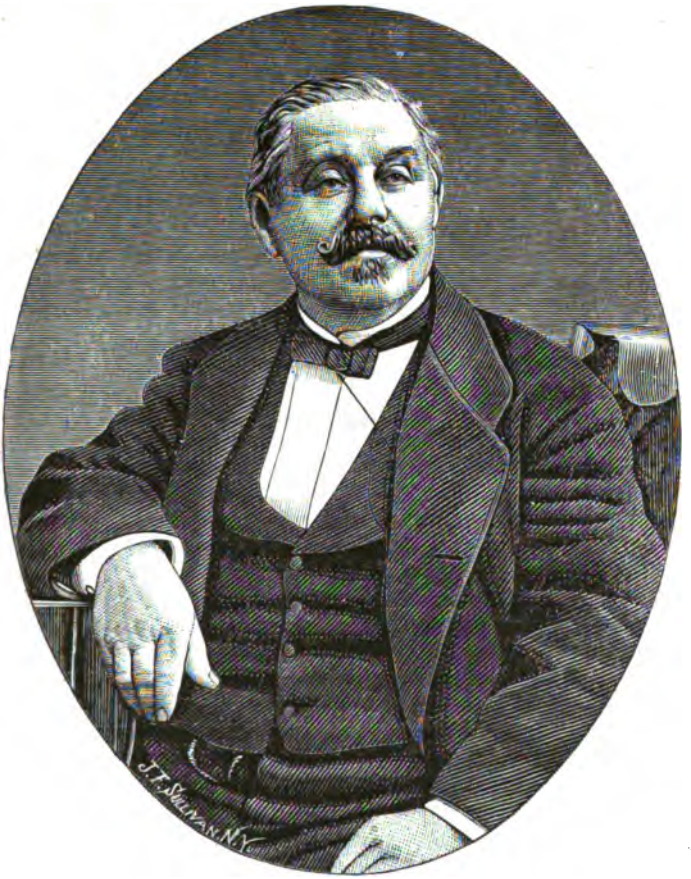
He was born in 1818, in Baltimore county, now Carroll county, near Sykesville, Md. His father, Christian Devries, a native of Amsterdam, Holland, was a highly esteemed farmer in that vicinity, and a manufacturer of paper. He was an influential member of the Methodist Episcopal Church, and trained his children according to the precepts of the christian religion.

William came to this city in 1827, at the age of 14; and through the influence of the late Samuel Howard—an intimate friend of his father—obtained a position in the house of L. W. Gosnell. Mr. Howard had become attached to him during visits to his father's home, and was accustomed to say, "William, Baltimore needs such boys as you, and when you are ready to come I will get a place for you." Mr. H. was satisfied that a boy with the principles and habits he possessed, would develope into a successful and honorable man—and he was not disappointed.

At the close of three years, Mr. Gosnell was so pleased with him that he took him into partnership. He soon made his impress on the business community, and by his management greatly extended the trade of the house. In this connection he continued, rapidly advancing in reputation as a successful merchant until 1846, when the firm was dissolved. He then established with Upton Slingluff the house of Slingluff, Devries & Co., which conducted a successful business for eight years; then Mr. Slingluff withdrew, and the

firm of Devries, Stephens & Thomas was constituted. This in turn was dissolved in 1861 and changed to William Devries & Co., consisting of William Devries, Christian Devries his nephew, William R. Devries his son, and Solomon Kimmell. During all these changes Mr. Devries continued in the house, the permanent and senior member.

He was the founder of Devries, Young & Co., one of the leading wholesale Boot and Shoe Houses of this city, with which he was connected until his death. The business is continued by Messrs. Young, Kimmel, and Diggs, who received their training in the house of William Devries & Co.



His relations to the commercial community and financial interests of the city became very important, and he was elected a director in the Commercial and Farmers' Bank, the Northern Central Railway Company, Eutaw Savings Bank, American Fire, and Maryland Life Insurance Companies, and other important corporations. This is indicative of the confidence which these valuable institutions reposed in his financial wisdom and sound commercial judgment—confidence inspired and assured by the unvarying success

with which he conducted the business of his own house, and that too through some of the most trying periods in our history.

One remarkable evidence of the strength of the firm is in the fact that their costly marble warehouse was erected in the very midst of the financial crash of 1861.

The business has been invariably conducted upon the principles of inviolable truth and equitable dealing. With those principles deeply embedded in his own heart, and always operative in his life, he inspired all under his influence and control to exercise the same, and they have ever been characteristic of the house.

Another element of his character was his sympathetic and genial nature, which led him always to encourage and aid those who were struggling with difficulty. Many of his companions and younger men, ascribe their courage to persevere to his inspiring words and seasonable aid.

He was a true citizen, interested in all enterprises which meditated the moral improvement and social culture of the community, and actively aided a number of associations by his influence and means. He was president of the Agricultural Society, and a director in the Maryland State Penitentiary. His ardent love of nature and æsthetic taste, led him to devote much attention to the collection of fruits and flowers, which were displayed in the beauties of "Rose Hill," his country residence.

He devoted great attention to the importation and raising of fine stock, especially of the Alderney Breed, and had selections unexcelled in this section of the country.

He was solicited to accept positions in the Municipal and State Legislature, but invariably declined to participate in civil or political affairs, believing that he could serve more advantageously his state and city, by strictly adhering to his legitimate business.

During the later years of his life he was quite an invalid, and retired from active business, finding in the quite of his home, and the loving care of his family, that solace and comfort which more than compensated him for his infirmity. Around his home he shed a benign influence, which was as the summer evening's glow upon the land, which the morning and noon had brightened and blessed.

He died November 27th, 1877, lamented by the whole city, and his funeral was attended by a large number of the representative men in business and professional walks.

He has left a record of which his family and friends are justly proud, and a house which is an honor to the city, continued under his name, by his nephew Christian Devries and two sons, William R. and Harry Devries.

CHAUNCEY BROOKS.

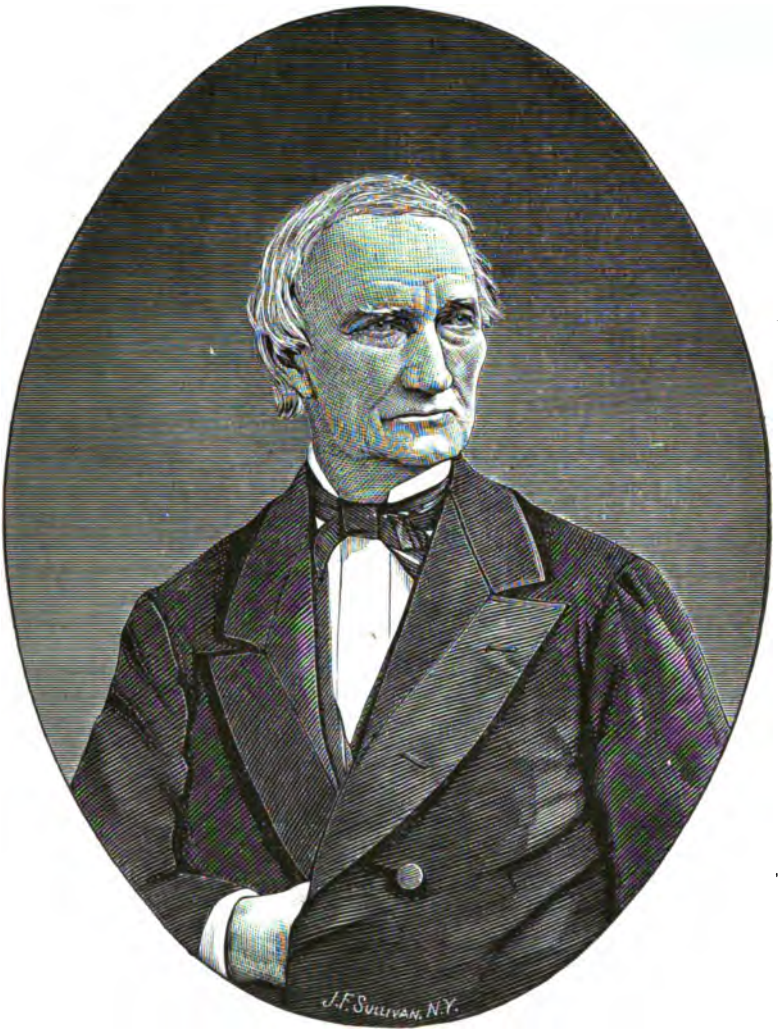
The pen of history has recorded little of the annals of the remote past, save that which pertains to the "pomp and circumstance of war" and conquest, or the achievements in the field of science, politics and the arts.

In our times, especially in our country, the genius of trade and industry claims a potential voice in the general direction of affairs.

The faithful chronicler of passing events should transmit for the study and emulation of posterity, side by side with illustrious statesmen, soldiers and scholars, those honored merchants, bankers, manufacturers and men of industry, who have developed and ennobled their several pursuits by eminent examples of lives well-spent in wisely directed industry, tireless enterprise, and spotless integrity of character.

In obedience to this just requisition, we cheerfully record on these pages our testimony to the signal combination of the manly and commercial virtues which characterize the life of the venerable man to whom we have dedicated this volume, and whose portrait

accompanies this article. That portrait presents with signal fidelity the lineaments and expression of the face of the original. The thousands who have enjoyed his acquaintance will recognize at once and recall the expressive, genial face of their estimable friend.



Chauncey Brooks

Chauncey Brooks was born in Burlington, Connecticut on the 12th day of January, 1794. His father, Chauncey Brooks, was a highly esteemed and extensive farmer in the vicinity, who inculcated in his children the duty of employing the mind and body in useful labor. Young Chauncey remained at the old homestead as a diligent and industrious "farmer's boy" until his 20th year, when, like many a "yankee boy" before

him, he bade farewell to his New England home and ventured forth to battle with the world and conquer fortune in other fields.

In 1813 he came to Baltimore. Directed by that Providence which precedes individuals as well as nations—as his subsequent career has proved—he examined the situation with calm, deliberate judgment, which he has evinced at all periods of his life, and determined to make this the field of his operations, and in 1822 made it his residence. To his observant eye and prophetic reasonings, this city and section commended themselves, as affording safe conditions and a sure prospect of success to honest, persistent and intelligent enterprise.

He adopted this city for his home. Though his means were limited and acquaintances few, he soon obtained the confidence of all with whom he had business relations, and was enabled to begin business in a small way with the adjoining counties of our State, the Valley and other sections of Virginia.

Having met with encouraging success in those districts, he determined to concentrate in Baltimore the trade he had secured, and established a wholesale Dry Goods House with General Walter Booth, of Meriden, Connecticut, a gentleman of high character, in all respects worthy of the association, who had held prominent positions, as President of the Meriden Bank, largely connected with manufacturing interests, and for a number of years the honored representative of his district in Congress.

The firm of Booth & Brooks conducted a successful business for some years when Mr. Booth withdrew his interest. After this the business was continued under various firms, to a period near the close of the late civil war, Mr. Brooks always remaining the senior.

The firms with which he has been connected have all sustained prominent relations to the trade of Baltimore, viz: Chauncey Brooks & Co.; C. Brooks, Son & Co.; Brooks, Fahnestock & Co.; Brooks, Hotchkiss & Co.; Brooks, Tibbals & Co.; Brooks, Fulton & Co.; John G. Harryman & Co.; Brooks, Towner & Co.; the existing firms of Brooks, Rogers & Co.; Brooks, Thrasher & Co., and the banking house of D. Fahnestock & Co.

Members of these firms have risen to eminence in the commercial and financial circles of our city, and many others cheerfully ascribe much of their prosperity to his timely and encouraging financial aid; courage to pursue their way and overcome great obstacles, to his cheering words and judicious counsel. Of the latter class we may mention one as a conspicuous example, Henry McShane, the head of the firm of Henry McShane & Co., the well known brass and bell founders of our city, who, with great pleasure refers to the help and counsel of Mr. Brooks in the early part of his course, attributing to them much of the splendid success which his firm has attained.

Mr. Brooks having thus become the centre of many interests and enterprises which were constantly expanding, with untiring energy, far reaching, prudent sagacity, established in other cities and States, business houses that soon assumed large proportions. In Pittsburgh, Pa., and Zanesville, Ohio, he became identified with valuable and prosperous undertakings. He also invested large sums in salt works on the Kanawha river, W. Va., and in other enterprises which commended themselves to his ever active mind with the prospect of safe and lucrative returns.

During all this time he was the constant and liberal patron of the mechanical and agricultural interests of the city and State, and ever active in their encouragement and development.

The display of such financial ability combined with invincible integrity and stable credit, very early commanded the attention of his fellow citizens, who solicited him to accept the most important and responsible positions in our monied and other corporations.

Thus he became a director in the now venerable "Savings Bank of Baltimore," the second of its kind established in the United States, occupying to-day a position second to none in character and security. His name still holds its place among the honored directors, where it has stood for more than forty years. He was one of the originators of the Western Bank of Baltimore, and visited Annapolis to secure its charter; was one of its

first directors, and in 1844 was elected its president, and immediate successor of Samuel Jones, Jr., the first president.

In this position he has remained to the present time. Under his administration, by adhering rigidly to his favorite financial maxims, six per cent. and six per cent. only for discounts and loans; discounts to active business customers of the bank; no declaration of dividends except when legitimately earned in cash in the vaults; the Western National Bank has advanced to the front rank among our sound banking institutions.

In 1856 he was elected President of the Baltimore and Ohio Railroad Company and was the immediate predecessor of the present incumbent, John W. Garrett.

The railroad riots of 1857 occurred during his presidency, which his presence, personal courage and influence contributed most largely to suppress.

When informed of the outbreak at Mt. Clare, he drove directly thither in his own carriage, and by wise words and fearless conduct induced the rioters to submit to reason and the law.

In that year the road was passing through one of the darkest and most perilous periods of its history, when he, with Johns Hopkins came to its rescue, both pledging their individual fortunes to carry it through the crisis.

These were Chauncey Brooks' words which should not be forgotten in the history of Baltimore. "If it is the fate of the Baltimore and Ohio Railroad to go down, the city will go down with it, and I am willing to sink or swim with them."

Mr. Brooks has often been solicited by his fellow-citizens to accept political preferment; with the single exception of serving them for a short time in the City Council he has invariably declined, choosing rather the more congenial paths of commercial and financial pursuits.

His sympathetic nature made him alive to efforts which meditated the moral and educational advancement of the city, and thus was thrown into close and friendly relations with those who were prominent in this sphere.

He was one of the early and intimate friends of George Peabody, and was solicited by him to be of the twenty-five gentlemen whom he named to constitute the original Board of Trustees for the Peabody Institute, only eleven of whom are now living.

His ripe and varied experience, his judicial mind, his careful observation have rendered him the trusted counsellor of his friends at all times, and under all phases of their lives. Young and old have sought him alike to settle doubts and disputes, to adjust differences, to effect reconciliations. His decisions delivered impartially, have been regarded always as just and equitable, from which there has seldom, if ever, been dissent or appeal. His opinions upon private matters and public interests are recognized to be pre-eminently wise, prudent and prophetic, and have been triumphantly verified by the issue of events, whether they regarded his own conduct or the courses to which he advised others, so that they are constantly sought and accepted with the highest deference and respect.

Acting upon the maxims which he taught others, he has carried on the many enterprises of his life, upon a *non-speculative* basis; taking no hazardous risks, content with slow and sure accumulations.

Thus, while many larger contemporaneous houses yielded to the pressure of the crises and fell to pieces in the storms which have occured during his commercial career, none of those with which his name and interests have been connected, were at all shaken or tainted with the suspicion of discredit.

Forty years ago, with characteristic foresight and confidence in the future growth and development of Baltimore, he purchased the beautiful place adjoining the eastern gate of what is at present Druid Hill Park, where he has ever since resided.

This land has appreciated immensely in value, as the city has advanced towards it. A large portion of it has been laid out in streets and avenues, on which have been erected many handsome and attractive buildings.

In person, Mr. Brooks is of a hale, healthy and stalwart form, of pleasing manners, and though passed the "fourscore years," of which the Psalmist said: "their strength is labor and sorrow" he is strong and vigorous, and gives promise of living yet many years, and retaining the dignity of his manhood to the end.

In all his domestic relations he has manifested a kind, affectionate and generous spirit, making himself greatly beloved by all within his family and social circles.

He has four sons living, the eldest of whom is Walter Booth Brooks, who is rapidly attaining a position in business and financial circles similar to that of his father. This son is President of the Canton Company of Baltimore, Director in Eutaw Savings Bank, Western National Bank and other valuable corporations.

In these prominent positions he has displayed those practical business qualities, and that probity of character which have distinguished his venerable father.

ARCHIBALD STIRLING.

During the revolution of 1848 in Paris, Lamartine introduced the venerable De l'Eure to an excited concourse of people in these words: "Listen Citizens, it is sixty years of a pure life, that is about to address you." As the noble man arose on the balcony, the surging crowd grew silent, and harkened to his words of wisdom. That was the power of integrity; the potential influence of a consistent life of obedience to the great law of right.

Nothing is so powerful as a life, which for three score years or more, has stood unshaken on the foundations of truth and purity. All men acknowledge its power, and however temporarily swayed by chance winds and waves of popular opinion, at last acquiesce in, and submit to its wisdom.

The lives of our venerable men, who have demonstrated in their individual and public relations, the supremacy of righteousness, speak to us with a silent, yet irresistible power.

Since it is the aim of this book to inspire our citizens, especially our young men, to contribute a noble part in the advancement of our city, not only as to its material but also moral life, we regard it eminently conducive to this, to record the examples of a few living as well as dead, which shine as lights upon the difficult passages of metropolitan life.

Archibald Stirling, the honored president of the SAVINGS BANK of BALTIMORE, is one of our representative men, whose valuable and venerable life, is at once an occasion of admiration to his friends and citizens, and an inspiring example to other men.

He has attained his eightieth year, having been born on July 18th, 1798. His father James Stirling, was a prominent merchant and wealthy citizen, whose views of life were nevertheless practical, and having given his son a thorough academical education, entered him at the age of seventeen, in the shipping house of William Lorman, then one of the largest and most distinguished in Baltimore. His experience with Mr. Lorman, Mr. Stirling regards as having been exceedingly valuable to him. Mr. Lorman was a merchant of unusual wisdom, and his business relations, home and foreign, very valuable; and through them, those in his employ obtained a varied and extensive knowledge of commercial transactions. Besides this, he was greatly interested in the financial interests of the city, and was an originator and prominent officer and director of a number of institutions, some of which are now our best and strongest. During the four years which Mr. Stirling spent in this house, he acquired a knowledge and wisdom, which peculiarly fitted him for the responsible position he has for so many years held.

He left Mr. Lorman's for the purpose of taking charge of his father's business, which consisted largely in real estate, thus his attention was turned to a class of securities,

that would constitute a part of the institution for which he was thus providentially preparing.

He became connected early in life with the Savings Bank of Baltimore, as a director, and was elected Treasurer.

His life is so identified with the Bank, that one cannot be written without the other.

It was organized on the 1st of January, 1818; the first Board of Directors elected February 2d, 1818. It was the second of the kind in the United States. The first President was Daniel Howland, elected February 6th, 1818; also President of the Phœnix Fire

Insurance Company, at whose office the Directors of the Bank for some time transacted its affairs. He was succeeded by Charles Warfield, February 6th, 1822, who served for two years, when Joseph A. Wallace was chosen, February 4th, 1824; also President of the Maryland Insurance Company, an important and successful corporation; Joseph Cushing was chosen his successor August 19th, 1825, and Moses Sheppard, February 5th, 1827; upon Mr. Sheppard's resignation, Mr. Cushing was re-elected July 27th, 1827, and served with great acceptance; under his administration, the Bank grew in public favor, and became

recognized among the leading institutions of the kind in the country. During this time Mr. Stirling was the *Treasurer*, and contributed an important part to its growth. He was so highly esteemed by the directors, that immediately upon Mr. Cushing's resignation on account of ill health, June 25th, 1852, he was elected President, which position he has ever since held. For a half century he has been connected with the Bank, and twenty-six years its honored president.

Sixty years ago it was organized. January 1st, 1878, it had 88,693 depositors, with $13,312,657.80 of deposits. During six days of April, 1878, about 8,500 persons transacted business with it, showing the extent of its operations.

The importance of such an institution is incalculable. The financial relief it extends by the investment and circulation of money; its encouragement of industry; fostering of economy; conservation of private and public morality; are some of the blessings which have grown out of its establishment and wise management. These are felt throughout the whole community, for its depositors embrace every class in social, industrial and commercial life.

During the period of its existence, the nation has passed through many financial revulsions, which have overthrown a multitude of banks, but this one has steadily grown and strengthened. It has always enjoyed the confidence of the community; the character and reputation of its directors and officers having always been such as to inspire and retain that confidence.

Under Mr. Stirling's presidency it has greatly advanced upon its former history and assumed proportions in keeping with the vast increase of our population and financial operations. It has become one of the leading features of our city. It is an occasion of legitimate pride that it has for its chief officer, one whose pure social and christian life honors so high a position.

It is not easy to write concerning the living, yet sometimes it serves a useful purpose. A living example may be, often is, more improving than a memoir of the dead. The venerable men, whose locks have whitened in the work and warfare of life, and have demonstrated the infinite superiority of virtue, truth, honesty, industry and religion, as forces to construct a happy and successful destiny, are the best instructors of those who are hastening after them in their mortal race.

In the long life of Archibald Stirling, on the evening of which there rests a glow of divine favor, we see a living testimony to the value of human virtue and the inestimable grace of God. Early in life he adopted the religion of the Bible and identified himself with the First Presbyterian Church of this city, regarding that religion, not alone as a source of comfort to himself, in view of the trials of this world and future salvation, but as necessary to a complete and useful life. And to this he has given a daily verification.

Mr. Stirling has so far fulfilled the mission of life, in the two methods which we think our Creator designed, viz: the proper construction and cultivation of the individual character, and the occupation of life in channels through which others are benefitted. In this respect his life may be an example, inspiring others to follow the same counsel through which he has attained so good a measure of success.

He has four sons, the eldest of whom, Archibald Stirling, Jr., has from the first occupied a prominent position in the legal profession. He graduated with high honor at Princeton College, and studied law under Hon. J. H. B. Latrobe. In due course he was admitted within the bar. His progress was rapid and continuous, raising him to eminent stations. He has successively held the position of Representative and Senator in the Assembly of Maryland, from the city of Baltimore; State's Attorney, City Counsellor, and his present office of United States District Attorney, which he has for nine years filled with distinguished ability. President Hayes retained him on account of his superior qualifications and faithful and satisfactory discharge of its difficult duties under previous administrations.

HENRY A. THOMPSON.

Among the public men who have won a place in the affection and confidence of this community, the name of Henry A. Thompson, President of the National Bank of Baltimore, is widely known and honored by our citizens.

The unconscious influence as well as the positive example of a good and a true man, in the business affairs of a commercial city, are elements of stability and confidence, the value of which cannot be estimated in material results. The relations of such lives to the temporal prosperity of the community can only be seen by those who recognize in the laws of righteousness, the foundations of social stability and healthy progress.

It sometimes happens that genius, divorced from purity and integrity of character, achieves success in the accumulation of wealth, and contributes to the development of the resources of a city, and leaves behind it wide public benefactions.

The majority of persons fail to recognize in such lives any thing but an unmixed good to the community whose prosperity they have promoted. The material good obscures the moral evil of a bad example. It may easily be forgotten that the prominence of success and of wealth secure a wider influence and publicity to whatever of evil there may be in the private character. The career of such persons may also tend to propagate the delusion that what is called success in life has but little connection with the blessings of God upon private integrity and a blameless walk and conversation. A community owes far more than it will ever acknowledge to the men who, in their early lives as business men, have set an example of punctuality to engagements, of system in the discharge of the duties of office, of entire faithfulness in small and in great trusts, and who also after a lifelong trial have proved themselves to be men who will take no price for conscience. The life of Henry A. Thompson illustrates these principles. The following facts are taken from Gen. Cullum's History of the Graduates of the U. S. Military Academy, at West Point.

Henry A. Thompson entered the Academy June, 1815, and graduated No. 6 in his class, June, 1819. He was appointed 2nd Lieutenant of the Corps of Artillery, and on the 1st of July after his graduation, he was detailed for Topographical duty with the Board of Engineers on the Survey of the Coast, and continued on that duty to October, 1822. He was then appointed Adjutant of the 4th Regiment of Artillery, on duty at Pensacola, and in 1825 he was put on duty at the Artillery School of Practice. In 1832 he was appointed Brevet Captain, "for ten years of faithful service." In 1836 he was assigned to duty as A. A. General to General Fenwick, in command of the regular troops in the Creek Nation, in Alabama. In September, 1836, he was ordered to Fort McHenry, to superintend the construction and enlargement of the works and was promoted to the rank of Captain of the 4th Artillery. He resigned his commission in October of the same year and was appointed Civil Engineer to continue the work with the Engineer Corps.

In December, 1839, he retired from Army service and became a commission merchant, succeeding his father in the firm of Henry Thompson & Son.

In 1863 he was elected President of the Bank of Baltimore, and in 1865 President of the National Bank of Baltimore. From the year 1854 to 1856 he served as director in the Philadelphia, Wilmington and Baltimore Railroad, and in 1856 he was appointed director on the part of the State in the Baltimore and Ohio Railroad. From 1858 to 1861 he served as director in the same company, on the part of the stockholders. After his resignation from the United States Army, he was appointed Division Inspector of the Maryland Militia in 1841, Colonel in 1846, and Brigadier General in 1850, in which position he served until 1861. At the present time he remains in his position as President of the National Bank of Baltimore. He has been a member of the Protestant Episcopal Church for more than forty-five years, and in that connection his life has been conspicu-

ous for usefulness and unostentatious devotion. He is probably the oldest vestryman in the Diocese of Maryland, and in that capacity, by wise advice, faithful discharge of voluntary duties, and a Godly example, he has illustrated the dignity and purity of the Christian name and calling.

General Thompson was born in this city, in a house which is still standing, No. 18 Gay street, on the 14th of August, 1800.

(April, 1878.)

He has attained to ripe years with entire freedom from the bodily and mental infirmities of age. He has illustrated to the rising generation that a Christian citizen is strength and honor to a city, and that a life secures the love and confidence of the people, and retains them with growing strength, only as a man is wise, consistent and pure, in all his transactions and relations.

CHARLES REEDER, SR.

In a work aiming to set forth the agencies which have created or developed the industries of Baltimore, it is eminently proper to record the name and influence of Charles Reeder. He has contributed no small part in its industrial progress; and may indeed be considered the pioneer in his branch of industry, in some respects the most important of the mechanical arts.

Machinery has done more to change the cumbersome economies of the past, to facilitate labor, civilize man, utilize natural resources, and add to the world's comfort, than all other material agencies. The influence of those who have invented or constructed machinery, cannot be overestimated. Steam enginery may be regarded as the chief department of machinery, since upon it mainly depends the manufacture and use of all other kinds; and they who have brought it to its present degree of perfection are truly benefactors of their race.

Baltimore has made great progress in this department in the last half century. The men, by whose skill and enterprise this progress has been made, ought to be known and honored.

Charles Reeder was a hero in the strife of industry, a far nobler engagement than that on any field of carnage. He was born in Bucks county, Pennsylvania, on April 18th, 1787. His parents, Merrick and Elizabeth Reeder, possessed of that good old common sense, which regards wise industry as the basis of a successful and useful life, apprenticed him, at the proper age, to the trade of millwright and carpentering. He faithfully served out his apprenticeship and became master of his trade. Believing himself to be competent to take his position in the world, married Elizabeth Clark and removed to Philadelphia. There he became interested in the construction of steam machinery, for which his genius specially qualified him, and with the practical knowledge acquired at his trade, soon became a proficient machinist. He specially comprehended the nature and uses of the steam engine, and was sent in 1813 to Baltimore, to superintend putting a steam engine in a vessel, as there was no machine works here at that time.

He concluded to locate in this city and begin business for himself. He was not long in establishing a reputation, and was employed in 1815 to construct engines for the steamers "Norfolk" and "Virginia," the first marine engines made at this port.

His success with these determined to a great degree the course of the trade, and the demand for home built engines increased, so that he was obliged to enlarge the capacity of his works; and others sprang into existence. He widely extended his own reputation and directed public attention to Baltimore, as capable of producing engines equal to the older machine shops of the North. He not only built engines for home vessels, but for those of the Southern coast and rivers.

Mr. Reeder "kept abreast of the times," and in his enthusiastic pursuit of his business was often in the advance, and always ready to meet the demands of the rapid age of improvement. Thus he gave early attention to the construction of Railroad Engines. After repeated experiments in Locomotive Engines on the Baltimore and Ohio Railroad, the first successful one, which became the original of a class that continued in use for many years, was remodelled and reconstructed by him, after experiments had proved it to be inadequate. It was originally made in York, Pennsylvania, and its success was due to its reconstruction by Mr. Reeder.

He prosecuted the business successfully from 1815 to 1842, when the Congress of the United States appointed him, with Messrs. Walter R. Johnson and Thomas P. Jones, a commission, to make experimental tests of inventions and apparatus for the prevention of explosions of steam-boilers.

The business was continued by his sons, and on the termination of his duties on the commission, he retired from active business, to give his attention only to matters advisory and supervisory, for those who desired to avail themselves of his superior knowledge and experience in steam machinery.

It appears from this cursory review of his business life, what an essential part he performed in the advancement of the material and mechanical interests of Baltimore.

Chas. Reeder

In the spirit of a true man, he at once identified himself with the citizens among whom he cast his lot. His coming to Baltimore was at the time of the war of 1812 with England; he joined the company of Captain Benjamin C. Howard, in the 5th Regiment, under Major Heath, and participated in the defence of his adopted city, at the Battle of North Point.

In all his subsequent life, he manifested a lively interest in the welfare of the city, not only in its industrial pursuits, but also its moral and intellectual improvement.

CHARLES REEDER, JR.

Whatever there is glorious in this world is the product of labor, either of body or mind. History is but the record of work. The halls of art display the exquisite touch of its hand; cultivated fields blossom and waver under its toil; busy marts, rising cities, are the treasure houses of its deeds. The Creator has made work the all-regulating law of man, obedience to which promotes the harmony and happiness of the State and society. All work is noble that has for its end the improvement of the workman and his fellows; for it is in the line on which the glorious Architect of the Universe is working.

The symbols most pleasing to Him, and expressive of the civilization and elevation of man, are not the sword, the cannon, not the regal crown, but the square, the compass, the hammer, the forge, the plow. The men in all ages who have gone forth with the implements of all work, governed by the principles of truth and justice revealed by the God of Heaven, are the pioneers, the builders, the reformers, the noblemen of earth.

In this book we emphasize this truth, and desire to hold it forth as it has been exemplified by *our own men*, in our own day and city. As a representative man of industry, we select him whose name heads this article, the worthy son of Charles Reeder, of whom we have previously written, one of the foremost men in introducing the great steam engine interest into Baltimore.

Charles Reeder, the son, was born in this city, October 31st, 1817. He diligently applied himself to his studies at school until he was fifteen years of age, and then began to learn the trade of machinist in his father's workshops. Unlike most youths, instead of wasting his leisure hours, in useless sports or idleness, he devoted them to a systematic study of mathematics and mechanical philosophy, under a thoroughly scientific mathematician; and attended lectures in the University of Maryland. Thus he acquired a knowledge of all the cognate branches of science, which have a relation to the nature of steam and its application to machinery. As a wise workman, he laid a broad and firm foundation on which to build a successful life; consequently he has risen to eminence in his department.

He early developed a genius for machinery and became a partner with his father, and the foreman of the machinery room, taking special charge of equipping steam vessels with their engines. Under his management the business was greatly extended, and they constructed engines for vessels on the principal coast routes from New York and other cities.

In 1888 the works were destroyed by fire, involving the firm in heavy loss. Mr. Reeder's "metal" was now indeed tried; he came through the furnace, after years of trial, strengthened and toughened. He surmounted the obstacles before which many men would have retreated, and formed a copartnership with his elder brother in 1842, which lasted about six years; and at its expiration, conducted the business himself. It was then that he signally displayed his knowledge and skill, in the machinery he made for the *Isabel*, one of the mail steamship line between Charleston and Havana. His improvements in this steamship were adopted shortly afterwards by steamship owners, and became the main feature of the machinery of ocean side-wheel steamers.

At present the firm of C. Reeder & Sons is composed of himself and sons. They are now building the powerful engines of the ice-boat, F. C. Latrobe, to be employed by the authorities to keep the channel open in winter, and supplied with apparatus for relieving vessels in distress. It probably has not its superior in the United States.

Mr. Reeder has attained a considerable measure of financial success, as a reward of his honorable and persistent industry. He has held important and influential positions as a proprietor in various steamship lines, and a stockholder and director in several banks, insurance companies, and other financial institutions of the city.

him, he bade farewell to his New England home and ventured forth to battle with the world and conquer fortune in other fields.

In 1813 he came to Baltimore. Directed by that Providence which precedes individuals as well as nations—as his subsequent career has proved—he examined the situation with calm, deliberate judgment, which he has evinced at all periods of his life, and determined to make this the field of his operations, and in 1822 made it his residence. To his observant eye and prophetic reasonings, this city and section commended themselves, as affording safe conditions and a sure prospect of success to honest, persistent and intelligent enterprise.

He adopted this city for his home. Though his means were limited and acquaintances few, he soon obtained the confidence of all with whom he had business relations, and was enabled to begin business in a small way with the adjoining counties of our State, the Valley and other sections of Virginia.

Having met with encouraging success in those districts, he determined to concentrate in Baltimore the trade he had secured, and established a wholesale Dry Goods House with General Walter Booth, of Meriden, Connecticut, a gentleman of high character, in all respects worthy of the association, who had held prominent positions, as President of the Meriden Bank, largely connected with manufacturing interests, and for a number of years the honored representative of his district in Congress.

The firm of Booth & Brooks conducted a successful business for some years when Mr. Booth withdrew his interest. After this the business was continued under various firms, to a period near the close of the late civil war, Mr. Brooks always remaining the senior.

The firms with which he has been connected have all sustained prominent relations to the trade of Baltimore, viz: Chauncey Brooks & Co.; C. Brooks, Son & Co.; Brooks, Fahnestock & Co.; Brooks, Hotchkiss & Co.; Brooks, Tibbals & Co.; Brooks, Fulton & Co.; John G. Harryman & Co.; Brooks, Towner & Co.; the existing firms of Brooks, Rogers & Co.; Brooks, Thrasher & Co., and the banking house of D. Fahnestock & Co.

Members of these firms have risen to eminence in the commercial and financial circles of our city, and many others cheerfully ascribe much of their prosperity to his timely and encouraging financial aid; courage to pursue their way and overcome great obstacles, to his cheering words and judicious counsel. Of the latter class we may mention one as a conspicuous example, Henry McShane, the head of the firm of Henry McShane & Co., the well known brass and bell founders of our city, who, with great pleasure refers to the help and counsel of Mr. Brooks in the early part of his course, attributing to them much of the splendid success which his firm has attained.

Mr. Brooks having thus become the centre of many interests and enterprises which were constantly expanding, with untiring energy, far reaching, prudent sagacity, established in other cities and States, business houses that soon assumed large proportions. In Pittsburgh, Pa., and Zanesville, Ohio, he became identified with valuable and prosperous undertakings. He also invested large sums in salt works on the Kanawha river, W. Va., and in other enterprises which commended themselves to his ever active mind with the prospect of safe and lucrative returns.

During all this time he was the constant and liberal patron of the mechanical and agricultural interests of the city and State, and ever active in their encouragement and development.

The display of such financial ability combined with invincible integrity and stable credit, very early commanded the attention of his fellow citizens, who solicited him to accept the most important and responsible positions in our monied and other corporations.

Thus he became a director in the now venerable "Savings Bank of Baltimore," the second of its kind established in the United States, occupying to-day a position second to none in character and security. His name still holds its place among the honored directors, where it has stood for more than forty years. He was one of the originators of the Western Bank of Baltimore, and visited Annapolis to secure its charter; was one of its

first directors, and in 1844 was elected its president, and immediate successor of Samuel Jones, Jr., the first president.

In this position he has remained to the present time. Under his administration, by adhering rigidly to his favorite financial maxims, six per cent. and six per cent. only for discounts and loans; discounts to active business customers of the bank; no declaration of dividends except when legitimately earned in cash in the vaults; the Western National Bank has advanced to the front rank among our sound banking institutions.

In 1856 he was elected President of the Baltimore and Ohio Railroad Company and was the immediate predecessor of the present incumbent, John W. Garrett.

The railroad riots of 1857 occurred during his presidency, which his presence, personal courage and influence contributed most largely to suppress.

When informed of the outbreak at Mt. Clare, he drove directly thither in his own carriage, and by wise words and fearless conduct induced the rioters to submit to reason and the law.

In that year the road was passing through one of the darkest and most perilous periods of its history, when he, with Johns Hopkins came to its rescue, both pledging their individual fortunes to carry it through the crisis.

These were Chauncey Brooks' words which should not be forgotten in the history of Baltimore. "If it is the fate of the Baltimore and Ohio Railroad to go down, the city will go down with it, and I am willing to sink or swim with them."

Mr. Brooks has often been solicited by his fellow-citizens to accept political preferment; with the single exception of serving them for a short time in the City Council he has invariably declined, choosing rather the more congenial paths of commercial and financial pursuits.

His sympathetic nature made him alive to efforts which meditated the moral and educational advancement of the city, and thus was thrown into close and friendly relations with those who were prominent in this sphere.

He was one of the early and intimate friends of George Peabody, and was solicited by him to be of the twenty-five gentlemen whom he named to constitute the original Board of Trustees for the Peabody Institute, only eleven of whom are now living.

His ripe and varied experience, his judicial mind, his careful observation have rendered him the trusted counsellor of his friends at all times, and under all phases of their lives. Young and old have sought him alike to settle doubts and disputes, to adjust differences, to effect reconciliations. His decisions delivered impartially, have been regarded always as just and equitable, from which there has seldom, if ever, been dissent or appeal. His opinions upon private matters and public interests are recognized to be pre-eminently wise, prudent and prophetic, and have been triumphantly verified by the issue of events, whether they regarded his own conduct or the courses to which he advised others, so that they are constantly sought and accepted with the highest deference and respect.

Acting upon the maxims which he taught others, he has carried on the many enterprises of his life, upon a *non-speculative* basis; taking no hazardous risks, content with slow and sure accumulations.

Thus, while many larger contemporaneous houses yielded to the pressure of the crises and fell to pieces in the storms which have occured during his commercial career, none of those with which his name and interests have been connected, were at all shaken or tainted with the suspicion of discredit.

Forty years ago, with characteristic foresight and confidence in the future growth and development of Baltimore, he purchased the beautiful place adjoining the eastern gate of what is at present Druid Hill Park, where he has ever since resided.

This land has appreciated immensely in value, as the city has advanced towards it. A large portion of it has been laid out in streets and avenues, on which have been erected many handsome and attractive buildings.

Mr. Abrahams; after much solicitation he went to Petersburg with flattering letters of introduction to Mr. Ruffin, and was inducted into full charge of the entire establishment. The improvement which resulted from his management was so highly gratifying to his employer, that he desired to make a permanent arrangement with Mr. Abrahams, but *he* felt that he could not remain in Petersburg; it did not satisfy his enterprising spirit. Besides, his affection for his widowed mother and home, enforced his desire to return to Baltimore, which he did, against Mr. Ruffin's earnest remonstrance.

Yours Truly M. Abrahams,

Soon after his return, he entered into partnership with James Young, an enterprising printer and special friend, under the firm of Young & Abrahams, and began the publication of a semi-weekly paper called the "Eastern Express," of which they were both editors and publishers. Its success was encouraging; in the third year it was enlarged, and the name changed to "Kaleidoscope." They were at that time tenants of A. S. Abell, in the

"Sun" building, corner of Baltimore and Gay streets. A proposition was made them to purchase the business and subscription list of a weekly journal, the "Trades Union," which Mr. Young desired to accept, but Mr. Abrahams did not approve of it, and sold *his* interest to Mr. Young.

He then engaged in the Wholesale and Retail Lumber Trade, in connection with William H. Stran. The firm was Abrahams & Stran, and they carried on an extensive business in this city and Port Deposit.

Mr. Stran failing in health, sold his interest to F. Littig Shaffer, and the firm became Abrahams & Shaffer, which continued in successful operation until the spring of 1855, when it was dissolved.

During this varied and valuable experience, Mr. Abrahams was acquiring the knowledge and resources, which enabled him to undertake the great business venture of his life. His attention being directed to the Ice interest, he gave it a thorough investigation, and satisfied himself that it could be largely increased and made one of the most important departments of trade. He formed a co-partnership with T. J. Cochran, the leading dealer in the trade, who must ever be accorded the first honors in its early history. His capital and enterprise added, the business rapidly grew, assuming phases of which the former operators had not dreamed.

Ice was hardly considered an article of merchandise; its sale being limited to comparatively few families and hotels. Mr. Cochran began the business in 1837, and prospecting its growth, erected large Ice houses on the Falls Road, near Jones' Falls; yet the custom was confined to the wealthier families, and the delivery began in May, and closed in September. The entire force employed in the city being about 20 hands, and as many wagons, and the consumption 1000 tons. After Mr. Abrahams became associated with him in 1855, they built large storage houses at Stemmer's Run, on the Susquehanna river, and increased their supply from the North. Now they supply nearly one-half the amount of Ice consumed here, or about 40,000 tons a year. Thus have we traced the printer's apprentice, through his upward course, to one of our largest and most valuable operators in an extensive trade.

While thus diligent in the prosecution of business, he has not confined his attention to his own interests, but has always entertained an enlightened public spirit, which has inspired him to take active part in encouraging all enterprises designed to increase the trade, and advance the general good of the city. The religious, educational and benevolent movements of the city, he has always encouraged by his co-operation and means. Is an earnest supporter of Mount Vernon Place Methodist Episcopal Church, and warm patron of the Protestant Infant Asylum.

He was one of the most active members of the MARYLAND INSTITUTE; in its reorganization and erection of the present building was one of the building committee, and for seventeen consecutive years on its Board of Managers. As a member of the Committee on Exhibitions, he has imparted life to it, and done much to encourage art and industry in the city and State. In the organization of the Chemical Department he was actively interested with the Hon. Thomas Swan, who donated to it $5000.

He is a zealous member of the Masonic Fraternity, and held in high esteem by the order, having been the treasurer of the Grand Lodge of Maryland for a number of years.

Like the comprehensive business man of whom we have spoken, he is a liberal patron of the fine arts; his home displays many elegant paintings and pieces of statuary, by home and foreign artists, that have been selected with great care. Among these, we mention of *Statuary* by Cazenova, Mazzinni, Rozzetta, Meldolla, Ferrata and Leon Clavici; of *Paintings* by Horace Vernet, Meyerheim, Weindmeyer, Von Schneider, Oragon Wilson, W. F. H. De Haas, Quartley, Sontag, Wagner, H. Bolton Jones.

An illuminated statue of the Veiled Cupid by Rozzetta, purchased by Mr. Abrahams' daughter, during her recent visit to Rome, is a work of rare beauty, and high achievement

of art. By a new process, the artist has given the flesh tint to the marble, and to the eyes a bright, natural expression, making it both beautiful and life-like.

Mr. Abrahams has frequently been solicited to become a candidate for civil office, and though assured of support by men of both political parties, has invariably declined, believing that he could serve his citizens better, by confining himself to his legitimate calling.

It is impossible to estimate the value of such men to a city, at least during their lifetime. We cannot measure results by what they are doing, or proportionate them according to the extent of their specific business. Their influence ramifies all through the commercial and industrial life, extending itself to the whole social economy. Every man, from the toiling laborer to the merchant prince, receives benefit from them.

It is not only right, but duty, to manifest to these men our appreciation of their work, that they may enjoy a present satisfaction, and not simply to imagine posthumous praise.

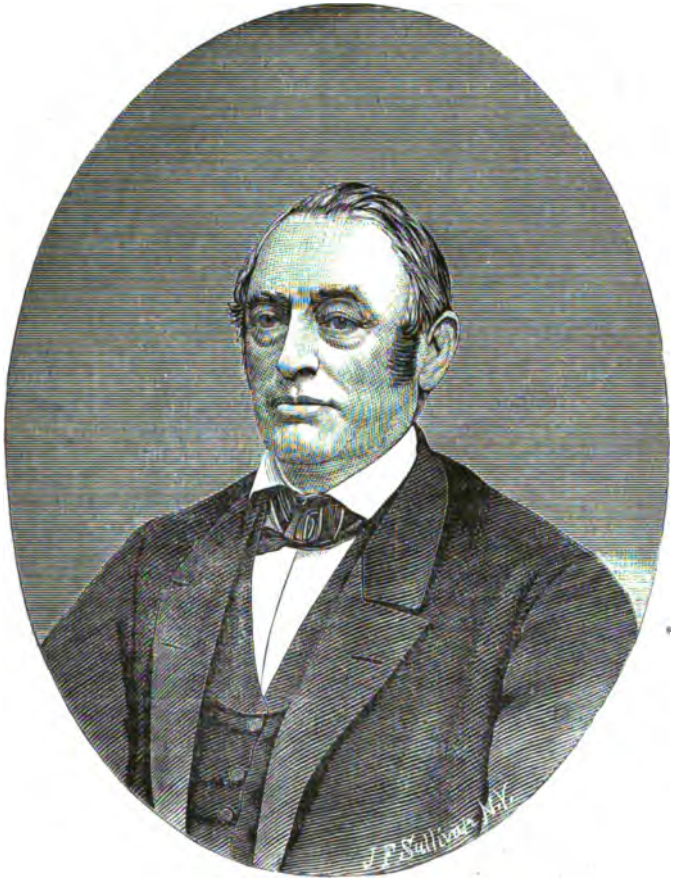
REV. ISAAC P. COOK.

The personal sketches that adorn this volume unveil to some extent our home history. These biographical portraits represent different types of men as well as different degrees and forms of professional success. They are invaluable to our rising young men because they outline the paths by which some of our most eminent citizens have ascended from seclusion to distinction, from poverty to wealth, from obscurity to prominence, and from isolation to usefulness. Looking at these men, standing on their respective pedestals of honor, we naturally ask such questions as these: How came they to be great benefactors to our community? What elements entered into the groundwork of their lives and what stones were laid in the palatial building of character? How came they to stand in the temple of our Christian civilization like chief pillars morticed in rock? How did they pass so grandly through the battle of life, and achieving great victories appear at last as veteran heroes whose breasts blaze with badges of honor? The limits of this work permit us to answer these interesting and important questions only as the responses are suggested by the principal facts in their lives.

The Rev. Isaac Parker Cook, for decades past a widely known local preacher of the Methodist Episcopal Church, has long been recognized as one of the most useful and prominent citizens of Maryland. In the memorable year 1808, when Bonaparte prohibited commerce with Great Britain and placed royal crowns on the brows of Murat and Joseph Bonaparte, this eminent citizen was born in our own city, where for seventy years he has steadily resided. Nine years before his birth, and on the eve of the nineteenth century of the Christian era, his parents removed from Pennsylvania to Baltimore, which was then a mere village. His father was of Revolutionary stock, having been a soldier under General Washington, and one of the immortal company who endured privations at Valley Forge. In the veins of his mother coursed even nobler blood, for she was a leader among the Christian hosts, being a female preacher of the Society of Friends. Early in the history of the modern Sunday School work—now so vast and influential—Isaac entered this interesting institution as a scholar, being but nine years of age. The celebrated "Asbury Sunday School Society" had been founded in Baltimore in the previous year, 1816. During twenty years of his life he was president of this association, which laid broadly and deeply in this city those foundations on which his denominational compeers have been rearing a fabric which now shelters in the Monumental City many thousands of perilled children, and which constitute the training school for the conservation and growth of our local Christian congregations.

Throughout a half century the quenchless love he felt in early life for the Sunday School cause has never abated. Repeatedly elected to the presidency of the "Sunday

School Teachers' Union," comprising the instructors of the schools of the various denominations, he has long recognized the importance of this work—its necessity to the moral culture of childhood—its vital connection with the moral welfare of the community and the support of the Church at large, and its great possibilities in reference to the universal propagation of the Bible, and the final conversion of the world to Christ. He was one of the corporators of the "Maryland Bible Society." During the nine years succeeding 1850 he was one of its vice presidents, and thereafter from 1859 to 1868 was president of this



Isaac Cook.

noble society. His presidency covered that fearful period in our history when the nation rocked for a quadrennium over the earthquake of civil war, and when in our own State, as elsewhere, pious and prominent philanthropists differed widely in political opinions and sympathy; and yet, during this appalling crisis, when the life of the nation was at stake, the administration of Mr. Cook was so judicious and tender, that perfect concord prevailed in the directory of the association. The secretary of war, Hon. E. M. Stanton, was so impressed with their efforts to place a copy of the "Sacred Oracles" in the hands

of every man of both of the contending armies, that these philanthropists were permitted not only to scatter thousands of copies of the Bible among the Union troops, but to send packages, containing thousands more, *ad libitum*, to the men marshalled under Lee and Jackson, Beauregard and Johnston, Early and Stewart, and other Southern officers.

In 1854 Mr. Cook and other benevolent gentlemen conceived the idea of establishing an institution in which poor youths, young men and others could deposit, profitably and securely, their small earnings and gradually gather the means necessary to enable them to begin independent business life, or as employees purchase for themselves little homes. These philanthropists, with the subject of this sketch, incorporated the "Dime Savings Bank," Mr. Cook serving as its unpaid treasurer from 1854 to 1868. Its present title is the "Central Savings Bank"—one of our most prosperous institutions—and its methods and enlarged business receive the commendation of the entire community.

Among other honors conferred on Mr. Cook have been a trusteeship in the venerable Dickinson College,—the treasurership for a succession of years of the Baltimore Conference Board of Education,—and a Commissionership of the Public Schools of his native city. The duties of these positions he has discharged with that unimpeachable fidelity that has ever been the Corinthian column of his character and public life.

In 1857 he was elected for a term of six years as "Register of Wills" for Baltimore, and in 1863 was re-elected for another term without opposition and served four years. On the adoption of the present constitution in 1867 his official career terminated. His position as "Register of Wills" brought him into daily contact with widowhood and orphanage. Transferring to himself by his sympathetic nature much of the sorrow of others, many found in his tender sympathy a sheltering refuge and in the epochs of trouble and struggle they found him the wise counsellor and immutable friend.

Mr. Cook represents that large class of truly great men who owe their success in life more to relentless intellectual toil amid limited educational advantages than to surroundings favorable to culture. He was a pupil in the "Male Free School of Baltimore," founded in 1801,—at present the oldest educational institution in the city. In his after manhood he was one of its trustees, and for a quarter of a century the secretary of the board. A patient and plodding student, a watchful observer of affairs around him, and a vigorous thinker, he steadily stored his mind with such varied and comprehensive information as qualified him for the important posts he has held and the wide influence he has exerted.

In his youth he entered the famous bookstore of Armstrong & Plaiskitt. When twenty-three years of age he commenced a small bookstore for himself on the corner of Baltimore and Gay streets. Meeting with encouraging success, he removed to 76 W. Baltimore street, Here his business greatly enlarged. Genial in manners, of sterling moral integrity, and possessing a constellation of superior business qualifications, he secured a wide patronage from the Christian public. The agent for the religious publications of his denomination, his store was the *rendezvous* of ministers of the Gospel, and the constant centre of moral influences. Verging on his sixtieth year he transferred, in 1867, his business to his son, Henry F. Cook, who inherits his father's gentlemanly address, high moral honor, and diligent application to business.

Mr. Cook has recently presented to the public a little work, entitled "History of Early Sabbath Schools in Baltimore." It is a most valuable contribution to the religious chronicles of the city. It is rumored that he is now engaged in the preparation of a more extensive history of a denominational character.

Mr. Cook has for fifty years been the constant recipient of conspicuous tokens of public favor. A man of deeply imbedded convictions as to right and duty; as true to such convictions as is the magnetic needle to the star of the north; wealthy in his sympathy with the sorrowing; a man of broad views, large faith and a great heart, and during five

decades of mature life consecrating his prudence, patience, perseverance and piety to the public good, he has written his name on the history of our city imperishably. He is one of the men of whom Whittier sings:

"With weary hand, yet steadfast will,
In old age as in youth;
His Master finds him sowing still
The good seed of His truth."

ROBERT MICKLE,

CASHIER OF THE NATIONAL UNION BANK OF MARYLAND.

The Banking Institutions of a city are a fair index of its commercial character and financial strength, through the successive stages of its history. They are the centres, around which all the movements of trade gravitate, and by which they are regulated.

Like the thermometer which feels the most delicate touches of the fingers of the air, they are sensitive to every variation of the commercial atmosphere. They are the heart, through which flow the streams that must keep up a healthy circulation; hence the importance of confidence in their ability to meet all demands, and wisdom to direct in matters of commerce and finance. To this end, it is necessary, not only to have substantial capital, firm available assets, but wise, judicious, efficient and irreproachable officers and directors, whose administration and character strengthen confidence.

Every Bank of high character, selects for its directors and officers, the most approved men of the business community in which it proposes to transact its affairs. This is essential, in order to retain confidence, since the Bank like the commercial world of which it is a centre, is liable to vicissitude. Our Banks in this respect compare favorably with those of all the great cities. The gentlemen to whom their management has been entrusted have generally guided them safely through the difficult and dangerous passages into which they have at various periods entered.

The position of Cashier is most important, involving high responsibilities, sacred trusts; demanding judicious views, prompt action, and personal integrity. It is a position, where, above all others, a man is thoroughly tested, in regard to his personal characteristics and financial abilities. Whatever be the nature and extent of the power or responsibility delegated to the Cashier, he is *the* officer of the Bank, who is in daily communication with its customers, giving information and counsel; representing and executing the policy or instructions of the board. Manifestly, then, the Cashier, in large measure, determines the business and popularity of his Bank. When therefore a board, or successive boards, composed of careful, observing, business men, retain for years a Cashier, it is the highest testimonial that can be given, to his efficiency and popularity.

Robert Mickle has been the Cashier of the National Union Bank of Maryland for forty-eight years, and affords a most signal example of this statement. He entered it, in September, 1819, as DISCOUNT CLERK, at the age of twenty-one, and has thus been connected with it for fifty-nine years, and is supposed to be one of two oldest bank officers in the United States, and next to the oldest cashier.

He was born in this city, July 1, 1798, and now at the venerable age of 80 years, is actively engaged at his post, with constancy and regularity not surpassed by younger men, adding to the respect which he has always enjoyed, the reverence of his associates and employees in the bank.

During his long service, and under his direction, many young men have been trained in the banking business. A number have become prominent officers in other institutions, among whom we mention Robert H. Lowry, appointed cashier of the (National) Bank of the Republic of New York City, and now its President. The late Patrick Gibson, cashier of the National Bank of Baltimore; James Mott and James Sloan, Jr., cashiers of the Farmers and Merchants' National Bank of Baltimore, the latter gentleman also holding the important position of a member of the Finance Committee of the city of Baltimore. On this account Mr. Mickle has been called the "father of cashiers."

This Bank is now presided over by William W. Taylor, whose entire life is identified with Baltimore, the son of Robert A. Taylor, who was one of the prominent citizens and merchants of his time; and the grandson of William W. Taylor, one of the originators of the Baltimore and Ohio Railroad Company and other large corporations, and for many years president of the Commercial and Farmer's Bank.

Mr. Taylor has been president of the Union Bank for seventeen years; his large commercial experience and connection with great business and financial institutions, and his personal popularity eminently qualifying him for his responsible position. He has

been a director of the Baltimore Fire Insurance Company for many years, and for twenty-one years of the Baltimore and Ohio Railroad Company, and formerly of the Merchants' Bank, and conducted for twenty years successfully an extensive auction and commission dry goods business.

The list of officers and directors which we present according to their decades, is exceedingly interesting and important as an historical record, and illustrates our general remarks above. It will be seen that there are names in the list of some of the most prominent men of the State and city, in business and professional life:

Union Bank of Maryland, incorporated November, 1804, with William Winchester as president, and the following directors: James A. Buchanan, Solomon Etting, David Winchester, Andrew Ellicott, Jr., Luke Tiernan, Charles Ridgeley of Hampton, Solomon Birckhead, John Rollins, Thomas McElderry, Walter Dorsey, Henry Payson, Hezekiah Clagett, Isaac Tyson, Ebenezer Finley, Stewart Brown, Henry Schroeder.

July 2d, 1815, Henry Payson president, and the following directors: Andrew Ellicott, Solomon Etting, Peter Hoffman, Thomas C. Jenkins, Isaac Tyson, Luke Tiernan, David Winchester, George Williams, Charles Worthington, John Frick, James Armstrong, John B. Howard, James B. Robbins, Stephen Lowry, Joshua Stephenson, Thomas Williams.

July 6th, 1825, Thomas Ellicott president, and the following directors: Solomon Etting, Henry Payson, Luke Tiernan, Isaac Tyson, James Campbell, Thomas C. Jenkins, Charles Worthington, David Winchester, John Partridge, Peter Hoffman, Roger B. Taney, Ezekiel F. Chambers, Robert Goldsborough, John Norris, I. S. Webster, Cornelius Howard.

July 7th, 1835, Hugh W. Evans president, and the following directors: Luke Tiernan, James Campbell, Andrew Aldridge, Charles Howard, Robert S. Voss, John M. Gordon, David M. Perine, John Q. Hewlett, William F. Murdoch, Solomon Etting, William Tiffany, John H. Orndorff, Ezekiel F. Chambers, Charles W. Dorsey, Thomas Hillen, John Beale Howard.

July 8th, 1845, John M. Gordon president, and the following directors: Solomon Etting, John Q. Hewlett, Columbus O'Donnell, Nicholas M. Bosley, William Hughlett, Robert Riddle, Andrew Aldridge, Charles D. Slingluff, Charles R. Pearce, James Alfred Pearce, Wm. Sappington, Lemuel Purnell, William F. Murdock, Osmond C. Tiffany, John D. Early, Edward Griffith.

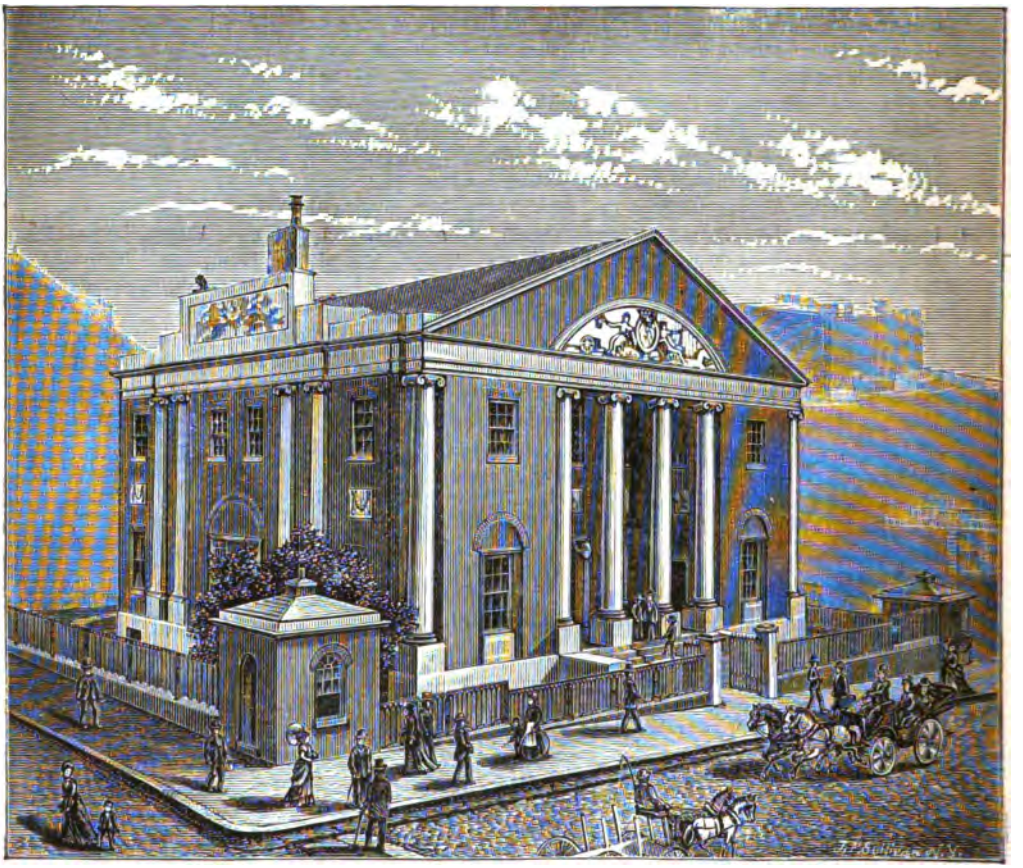
July 2d, 1855, John M. Gordon president, and the following directors: Andrew Aldridge, Wm. F. Murdoch, John Q. Hewlett, Charles D. Slingluff, Charles R. Pearce, Columbus O'Donnell, John D. Early, George N. Eaton, Laurence Thomsen, Benjamin F. Newcomer, James Alfred Pearce, Edward Griffith, Wm. F. Munnikhuysen, Otho Scott, Peregrine Groome, James W. Rowland.

July 6th, 1865, Wm. W. Taylor president, and the following directors: Andrew Aldridge, John Hurst, Wm. W. Spence, John C. Bridges, Allen A. Chapman, William Woodward, C. Oliver O'Donnell, George W. Howard, Benjamin F. Newcomer.

January 2d, 1875, Wm. W. Taylor president, and the following directors: William Woodward, Lewis N. Hopkins, John Stellman, William A. Williar, Charles W. Lord, A. Fuller Crane, Gerard H. Reese, Samuel H. Adams, Thomas H. Garrett.

Ralph Higginbottom was elected cashier 17th April, 1804; Thomas Ellicott elected June 28th, 1819; Jonathan Pinkney, Jr., elected November 11th, 1819; Robert Mickle elected October 7th, 1830; and William H. Wells, was elected assistant cashier May, 1878.

The present board consists of William Woodward, James E. Tate, James Carey, James Hodges, Samuel H. Adams, Lewis N. Hopkins, John Stellman, Wm. A. Williar, Chas. W. Lord.



NATIONAL UNION BANK OF MARYLAND.

With great expense and care we have had the accompanying engraving made of the old Bank Building, as it stood on Charles and Fayette streets, which yielded to the march of progress in the spring of 1869.

One of the most perfect and beautiful buildings in the city, unique in style and classic in proportions, its demolition was universally regretted. It was built in 1807 by Robert Carey Long, architect, and the sculpture executed by Chevalier Andreu and Franzoni, in bas relief, in artistic manner.

The new building is a fine marble structure on Fayette street, while the old site is occupied by a row of five elegant and commodious marble warehouses, among the best and most stylish in Baltimore, built and owned by the firm of S. H. & J. F. Adams, whose reputation extends beyond the city, for the construction of large and expensive edifices.

We think we have rendered to our citizens, the oldest ones at least, a service which they will appreciate, in rescuing from forgetfulness one of the most interesting landmarks of "Baltimore in the past."

WILLIAM KENNEDY.

Among the men who have left a permanent impress upon the commercial and industrial history of Baltimore, Captain William Kennedy occupies a most prominent position. The results of his enterprising career must be felt so long as Baltimore continues to be a commercial and manufacturing city.

He was born in Philadelphia, on the 26th of February, 1801. At the early age of fourteen he began a seafaring life, having engaged himself on board of a West India vessel. He manifested at once an aptitude for seamanship, and soon acquired such proficiency in navigation, that at the age of nineteen he was assigned command of a ship. He continued in the merchant service until 1884, thus having spent fourteen years of his life at sea.

This experience developed and matured in him those hardy, manly and generous qualities, which characterized his subsequent life. It also gave him a self-reliant, courageous spirit, and an accurate judgment, that contributed to make him the successful manufacturer and useful citizen. The lives of the sailor and merchant are in many respects totally diverse; yet the sea proved to be the school, in which he was eminently fitted for business life. As he stepped the quarter deck, facing the storm, struggling with the gale, driven by the winds, tossed by the waves, nerving himself to his task, commanding his crew, he learned to contend with the severer storms of human life, to ride out its rougher waves, and manage and control men. He learned that the sailor on the voyage of life must encounter adverse winds and waves, storms and perils, out of which he cannot ride into port, without coolness, courage, perseverance and faith.

In 1831, Captain Kennedy married Mary Ann, the only daughter of the late William Jenkins of this city, and four years afterwards abandoned his sea-faring life, to enter into partnership with him in the Hide and Leather business.

Mr. Jenkins belonged to one of the old Maryland families, which emigrated to the colony from England as early as 1660. He was a remarkable man, of noble spirit and royal bearing, resembling in personal appearance, George Washington.

He was the father of the Leather Trade of this city, which is now one of our heaviest interests. In 1812 he built a large tan-yard on the York Road, and introduced improvements in the process of tanning, that gave Baltimore Leather the highest reputation in the market, which it maintains at this day. No one has ever exerted a more valuable and lasting influence on a single department of trade. Mr. Jenkins left several sons who have for many years occupied prominent positions in mercantile and financial institutions and pursuits.

After his death in 1843, Captain Kennedy with two of the sons, conducted the Leather business until 1847, when he was induced to devote himself exclusively to the management of the Mount Vernon Cotton Mills, of which he was one of the originators.

He was elected President, and it soon began to manifest the results of his able administration. He enjoyed the able co-operation of Mr. David Carroll, the present manager, who was not only eminently qualified as a cotton manufacturer, but was peculiarly suited to Captain Kennedy. Perhaps two men could not be found better adapted to each other for business association. To their united efforts, the success of the Mt. Vernon Mills is wholly due. The history of this mill constitutes an important chapter in the industrial progress of Baltimore, and ought to be well and permanently written. Captain Kennedy was a man of decided opinions, and conscientious convictions. During the late war, he warmly espoused the cause of the national government, and gave it his active and material support.

In his family life, his character showed itself most to advantage. There he was invariably affectionate and tender; devoted to the happiness and comfort of his entire household.

A kinder heart never throbbed in any human bosom. He was an indulgent father, a considerate husband, a judicious adviser. His sympathies were not, however, restricted to his household, but expanded beyond his hearthstone, and embraced the poor, the

Yours Very Respectfully
Wm Kemeys

needy and the suffering. He was a warm supporter of the church to which he was attached, and devoted to the faith of his fathers. He erected at his own expense St. Ann's, a fine stone Gothic Catholic Church on the York Road, near his residence, with a seating capacity for 600 persons. It has a large, increasing congregation, and its influence is greatly felt upon the surrounding neighborhood, having already gathered about it a large, industrious community.

Observing the want of greater accommodations at the Archepiscopal residence on Charles street, he generously donated $25,000 to add two spacious wings on the north and south side.

In the Library of the south wing there is imposed a marble tablet with this inscription:

GULIELMO KENNEDY
Ejusque consorti
Mariæ Annæ Jenkins:—
Quod Archiepiscopi Ædes
Magnis imperiis ampliarint
A. R. S., 1865
In grati animi signum
Hunc lapidem Archiepiscopus posint.

Up to the period of the organization of the Mt. Vernon and other mills on Jones' Falls, Baltimore had been chiefly known as a commercial and shipping port. Comparitively little attention had been given to manufacturing. A new era was about to dawn upon it, and the men who were to introduce it, seemed to be providentially raised up. Men of piercing perception, large views of industry, clear judgment like Jenkins, Kennedy, Carroll and others, appreciating the propitious signs, gave the impulse to and established the movements which have resulted in steady progress in this direction. At that time men of fertile resources, of unyielding energy and courage were needed, especially in the manufacture of cotton goods, since that was attended with peculiar difficulties, made greater by reason of competition with extensive and old established mills of the Eastern States.

The cotton duck interest to which the mills on Jones' Falls were applied speedily felt the effects of the enterprise of their managers. Until this time, nearly all of the cotton duck had been made at Patterson, N. J.; it was not many years before its manufacture was transferred to this city; and now these mills manufacture about two-thirds of the amount consumed in the United States, and a large share of that used in foreign countries.

At the death of Captain Kennedy, Col. William M. Boone, his son-in-law, was elected president of Mt. Vernon Mill, under whose administration the new mill has been erected, which is said to be one of the largest and most complete in the country, Col. Boone honorably and gracefully succeeds to the presidency, and with his associates in its direction and management maintains the high reputation it attained under Captain Kennedy's regime. Though comparatively a young man and new resident of Baltimore, he has risen to a number of important financial positions, and is most highly esteemed in commercial circles for his abilities and judgment, as well as his courteous bearing.

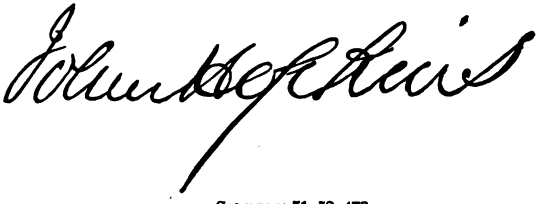
Captain Kennedy was one of the organizers of the Boston Steamship Company, which though established by the merchants engaged in the Leather Trade, has been of great benefit to general commerce. Its steamers are among the most elegant in the coast trade. One of which the "William Kennedy" is named after him. For many years he was the Treasurer of the Company without compensation, and upon his resignation the Board surprised him with the presentation of a magnificent service of silver, in token of its esteem. He occupied many other important and responsible positions, such as director of the Savings Bank of Baltimore, Equitable Fire Insurance Company, the National Bank of Baltimore, Peabody Fire Insurance Company, Manager of the Baltimore General Dispensary, and a Trustee of the Roman Catholic Cathedral.

As a citizen he was universally esteemed; always sustaining the character of a true man. His business transactions were conducted on the principles of strict integrity; he fulfilled to the letter every trust committed to him: was generous in his feelings and conduct towards all.

He was a man of large comprehensive views, desiring the general good, the success of every honest business man, as an evidence of which, he was known, during financial pressure, (when the customers of the bank of which he was director, could not get the full

accommodation they needed,) to invite them to his office privately, and extend them the desired aid himself.

He departed this life, October 4th, 1873, leaving an ample fortune to his family, and legacies to his church and benevolent causes, lamented by the whole community of which he had so long been a useful and honored member.



See pages 51, 52, 473.

GEORGE WARNER MILTENBERGER, M. D.

The Medical Faculty of Baltimore have contributed no inconsiderable part to its growth and elevation. This fact has never been sufficiently appreciated by our citizens. The physician is ordinarily regarded only as he comes and goes to and from the chamber of sickness. The popular estimate restricts his influence to the bedside of suffering or feeble humanity, as though this were the only sphere in which he moves. To administer to the sick, to heal disease is only a part of his calling—the specific purpose of his vocation; but society receives unnumbered benefits from his personal and professional work, direct and indirect, which make an important factor in its advancement. Our medical schools, which are the offspring of the self-denying labor and public spiritedness of our physicians, draw hither from all parts of the country, young men, who constitute links between their sections and our city, creating a close interest and bringing to us trade, that would without this go elsewhere. A number of instances might be mentioned, where other young men either relatives or friends of the medical students, have come here through their influence and become useful and influential citizens. These are some of the direct results; the indirect cannot be distinctly traced, but they pervade the whole social and commercial community.

There are many brilliant names in the medical annals of Baltimore, which shine as stars of the first magnitude in the galaxy of American Physicians. It is not long since we were called to mourn the loss of one whose light shone over the two hemispheres; at whose feet thousands of young men sat, and were trained to go forth on their mission of science and humanity—the lamented Prof. Nathan Ryno Smith. The University with which he was so long associated as its chief, became known throughout the world by his wonderful surgical knowledge and skill. Under his influence and inspiration, has been gathered a Faculty of which our city is lawfully proud, whose members in their respective departments, rank with the eminent faculties of Europe and America.

We deem it due in a work like ours to make this acknowledgment of the beneficial effects flowing to the city from the Schools and Faculty of Medicine, and in this connection desire especially to write of him whose name appears at the head of this article.

Professor George W. Miltenberger is a representative Baltimore Physician, to whom we lay exclusive claim. He was born in this city on March 17th, 1819. His parents on both sides belonged to our best families, who had been identified with Baltimore for more than a century. His maternal ancestors were the Warners, a family that stood very high in Pennsylvania and Maryland. His father, General Anthony Miltenberger, was a commissioned officer in the war of 1812, a very prominent and useful citizen, and held many positions of honor and trust. He was a man of delicate sense of honor, determined will, and positive action; yet always governed by calm, clear judgment, and equal to all emergencies in private or public matters. An instance of this appeared during the riotous proceedings connected with the suspension of the Maryland Bank in 1835, at which time he was President of the First Branch of the City Council. The Mayor having resigned and retired, General Miltenberger became *ex officio* Mayor; and in consultation and connection with General Samuel Smith, issued the necessary orders, which were immediately carried into effect, resulting in the restoration of peace and quiet throughout the city.

Dr. G. W. Miltenberger prosecuted his preparatory course of study in the Boisseau Academy, a celebrated school under the charge of Dr. Stephen Roszel and brother. He had the true inspiration of the scholar from the beginning, and devoted himself to his studies with zeal, carrying the highest prizes in the school.

He spent the session of 1835-6, at the University of Virginia. In the fall of 1836, he began medical studies in Baltimore, in the University of Medicine, which continued until the spring of 1840; postponing his graduation one year, in order to avail himself of the advan-

tages of a resident student in the Baltimore Infirmary. As the senior student, he performed all the duties of house physician in the Infirmary. He graduated in 1840 with marked merit which was handsomely recognized by the Faculty of the University, by electing him without his knowledge, Demonstrator of Anatomy; this position he held until 1852. He entered upon the duties of his department with all the enthusiasm of his nature, and love for his chosen science, spending several hours of the day with his class in the Anatomical Room, in personal instruction. His class consequently became very large, always including a number of second and third year students. He sustained close personal relations to

G. W. Miltenberger

his students, encouraging them freely to confer with him about their studies. He also maintained a private class at his office, to which he was greatly devoted, until his increasing practice compelled him reluctantly to abandon it.

While Demonstrator of Anatomy, he also delivered courses of lectures on surgical anatomy until 1847; he completed Dr. William Baker's course, after the death of that eminent professor; was placed in charge of the surgical wards of the Infirmary; and appointed to the new lectureship in 1847, on Pathological Anatomy, in connection with which he became an attending physician at the city and county almshouse.

Having during this period given his attention mainly to surgery, he now began to devote himself to general practice and particularly Obstetrics. In 1852 he was elected to succeed Professor Chew, in the chair of Materia Medica, Therapeutics and Pathology, which he occupied until 1858, when he was transferred to the chair of Obstetrics, which he still retains. In 1855 he was chosen Dean of the Faculty, and shortly afterwards Treasurer of the Faculty and of the Infirmary.

While performing the arduous duties of his professorship he was unremitting in his practice which was yearly increasing, until it embraced as large a number of patients as he could possibly visit. His success as a practitioner, and his rare social qualities and sympathetic manner, won for him the confidence of the whole community, and affection of his patients.

By his brethren of the Medical Faculty he is highly esteemed, and frequently consulted in the most difficult cases, relying upon his sound judgment as well as medical knowledge. By his students, now scattered over the land, he is remembered with pleasure and gratitude, through whom, in their far-reaching relations and practice, his influence extends. We regard his profession, with himself, its worthy senior, one of the most important factors of Baltimore.

JOHN V. L. McMAHON.

John Van Lear McMahon, was born in Cumberland, Maryland, October 18th, 1800. His parents were Irish Presbyterians. His father, William McMahon was one of the leading men of Alleghany county, and represented his district in the State Legislature several times.

The name of Van Lear was not originally bestowed, but was subsequently adopted in compliment to his kinsman, John Van Lear, a prominent citizen of Washington county. His preparatory studies were pursued at the Alleghany County Academy, Cumberland, under Rev. Robert Kennedy, a Presbyterian clergyman. He graduated at Princeton College, 1817, with the highest honors. His college course early developed those faculties of mind, which in after life rendered him pre-eminent among men. Soon after graduating, he studied law in Cumberland, under Roger Perry, a leading member of the Alleghany bar. Being admitted to practice, he removed to Baltimore city, but not having met with the success which he anticipated, returned to his native county, and practiced a while in its courts, mostly in criminal cases; not being able to overcome his temporary aversion to the law, he turned his attention to medicine, but finding that equally uncongenial to his taste, commenced the study of divinity. But the law soon wooed him back from his estrangement, and he yielded to its attractions with intenser devotion.

He was elected to the State Legislature of 1823. His first appearance at Annapolis was in the garb of a mountain huntsman, in linsey-woolsey shirt; but his fame had preceded him, and although the youngest member of the House, he was appointed chairman of the committee on the judiciary. During this session, the first step was taken in behalf of internal improvements, in an act to incorporate the Chesapeake and Ohio Canal Company, when Mr. McMahon offered an able memorial in favor of the State's aid to that great work.

In the sessions of 1823-4, the "Jew Bill" as it was popularly called, attracted general attention, and produced considerable feeling throughout the State. For, strange as it may seem, the Israelites were disfranchised by the Constitution of Maryland, on account of their religious faith. Prominent public men of the State bitterly opposed this measure of liberty and justice, which was so congenial with the theory of all free institutions. It required all the energy, eloquence and power of Mr. McMahon, who threw himself forward

as the champion of the bill, to defeat and overthrow its enemies. His great speech on the occasion, although he was but 24 years of age, is still extant, and is an able, profound and polished production, and might be read at all times with profit by those who would revive the spirit of religious persecution, and deprive citizens of political equality because of differ-

JOHN V. L. McMAHON.

ences in matters of faith. Mr. McMahon was ably seconded by John S. Tyson, a member of the House, and afterwards a prominent lawyer.

At the close of his second term in the Legislature, Mr. McMahon returned to Cumberland, where he was required to vindicate himself before the people, for some of the votes which he had given as their representative. He was particularly censured for his advocacy

of the measure increasing the representation of Baltimore city in the House of Delegates. This he did in such a masterly effort, at a public meeting called for this purpose, that the resolution offered on the occasion, and which read: "has his general conduct as their representative been worthy of himself, and satisfactory to his constituents," was unanimously adopted. He however returned to Baltimore, and resumed practice under far brighter auspices than at first. His reputation had gone before him, and he was at once awarded a high position among her first citizens.

In person, he was tall and erect, graceful in his manners and address, with sufficient distinctiveness and peculiarity in all he said and did, to show that he was not an ordinary man. The crown of matchless oratory must be conceded to him, before all others. His voice was wonderfully powerful, musical and rich, and when addressing thousands of people in the open air, every word could be distinctly heard by all. He possessed a fiery enthusiasm, a playful humor, and great versatility of expression, which rendered him one of the most effective of popular speakers. But he was equally distinguished for his untiring energy of research, profound professional learning, excellence as a writer of history, the purity and integrity of his character, and the amenities and endearments of social life. In associate practice at the bar, he was invaluable; as an opponent, ever to be dreaded. He exhausted all the resources of the law at the trial of his causes, so that none however able, could meet him without finding they had met a foeman worthy of their steel. His sensitive nature never would permit him to measure his strength with the eminent pleaders in the forum of the United States Supreme Court. We have the distinguished testimony of the late Reverdy Johnson, that he himself had often *implored* him "to go with him there, that he might show the great lawyers of that court, that he was their equal, if not their superior." But he implored in vain, he never appeared before that august tribunal..

His favorite theatre of action, and the scene of his greatest legal triumphs, was the Court of Appeals, at Annapolis; where the Reports show, that for many years of constant practice in most of the leading cases there, he lost not more than one or two of his causes; a record of which the ablest lawyers of the land might justly feel proud.

Mr. McMahon represented Baltimore city in the Legislature in 1827-8. At the close of his second term in that body, his connection with official political station ceased. He became retiring and somewhat exclusive in his habits, confining himself to his profession, his studies, and to a select coterie of friends, whom he entertained in his moments of relaxation with his genial humor and varied instructive conversation. His home was at the old "Wheatfield Inn," the "Swallow Barn," as it was familiarly called, the "Court hostlery" of the West End, kept by that genial boniface of the olden time, Ashael Hussey. When the Eutaw House was opened, he went with his host to that establishment, where he remained until he removed from Baltimore. Notwithstanding his retired habits, he was continuously the recipient of an immense correspondence with the leading men of the State and country, especially in times of political agitation, and his rooms were regarded as headquarters for consultation by those who were endeavoring to shape the course of public affairs. He was a great favorite with the young merchants, who were boarders and frequenters of the same hotel, many of whom have become our most successful business men. Regarded by them as their wisest oracle and safest counsellor, he never encouraged them to engage in legal controversies, but gave them valuable advice, with no other aim than their own interests, and the promotion of harmony and fair dealing among their fellow-merchants. He acquired a very large and lucrative practice among the business men and capitalists of the city, and thus became identified with the grand enterprises which have subsequently led to its great development.

Among the earlier monuments of his ability, is the Charter of the Baltimore and Ohio Railroad. It was the first elaborate railroad charter granted in the United States. He framed it without a precedent, and it has become the model for almost every similar charter since granted in the country.

In 1831, he published his first volume of the History of Maryland, which is accepted as most authentic, and it is greatly regretted that he did not complete it, with the second volume, as designed.

In 1829, he received the unanimous nomination for Congress, which he positively declined. On the death of United States Senator Kent, in 1837, he was earnestly solicited to become his successor; he, however, resisted the appeals of his party and friends. He also successively declined the Chancellorship of the State on the death of Chancellor Bland, and the Chief Justiceship on the death of Judge John Buchanan.

Mr. McMahon took a most active part in the "Harrison Campaign" of 1840, and was the chairman of the vast assemblage convened at Canton that year, to ratify the nomination of "Tippecanoe and Tyler too." It was on that celebrated occasion that, in a most impressive manner, with his stentorian voice, he bade the "nation come to order," and commenced his oration with the bold and striking figure of speech, which became famous at the time: "The mountains have sent forth their rills, the hill sides their streams, the valleys their rivers, and lo! the avalanche of the people is here." Upon the election of General Harrison to the Presidency, any appointment save one within his bestowment was freely offered and formally tendered to the great orator, but every position or reward was positively declined. Upon the accession of President Tyler, he despatched a special messenger, in no less a person than the late Henry A. Wise, to solicit Mr. McMahon to accept the position of Attorney General of the United States; but even the most urgent importunities of Mr. Wise failed to overcome his determination not to abandon his quiet retirement. Thus, probably the history of no other man in the country will show such a persistent refusal of so many tempting offers of public honors.

As a lawyer, Mr. McMahon was strictly conscientious—the soul of honor and integrity—never accepting a fee or being retained in a cause that had the slightest shadow of corruption in the pleas. For this reason he seldom lost a decision, and although generally certain of success his charges to his clients were always moderate and equitable.

We cannot omit in this sketch of Mr. McMahon a romantic incident of his life, which exhibits the refined, generous and delicate sensibility of his nature, even beyond the requirements of honor or justice. A client, a lady of one of the counties of the State, who entertained unbounded admiration for him, at her demise bequeathed to him, without legal restraint, her entire property, valued at $20,000. Mr. McMahon accepted the bequest and secured the estate, but having subsequently ascertained that she had previously intended to leave her property to the Catholic Church, of which she was a member, he at once determined that the lady's affectionate regard for himself should not defeat her more settled and pious purpose. He, therefore, in his last will, after reciting the interesting particulars of the case, nobly devised the whole estate, with the accumulated interest, to the "Protectors of the St. Mary's Orphan Female School," of Baltimore city.

Mr. McMahon was afflicted with a serious affection of his vision. The disease increased with his advancing years and he virtually became blind, so that he could neither read nor write, or safely walk without assistance. The peculiarity and depth of this affliction he touchingly describes in a letter to a friend in Baltimore, from Dayton, Ohio:

"In answering your inquiries as to my health, &c., I can almost say with Æneas, *infandum, jubes renovare dolorem.* As it regards my general health the inquiry can be readily, and I can almost say cheerfully answered. During the years that have elapsed since I left Baltimore, my general health has been for the most part good, I may say much better than in former years, and friends who have visited me insist that my appearance exhibits more health and youth than in former years. So far so good, but when I come to refer to that wonderful disease of brain and vision that has so long afflicted me, then begins the trouble, and indeed it is one that no language can describe, and 'none but itself can be its parallel.' It would require a volume to describe the many changes through which it has passed, and the many phases it has assumed since I left Baltimore; imagine that the atmosphere around you is at all times, night and day, in a constant state of oscillatory and swinging motion before you and around you; imagine that the oscillatory atmosphere before you and around you, is, during all bright days filled with colorless vapors and numerous muscæ, swinging rapidly to and fro

before you; imagine that in all dark days, in the lights of the evening, and in the darkness of the night you are surrounded by thick fleece-like color-clouds, of every variety and combination, of the brightest and most brilliant colors, and all in rapid motion around you; imagine that you go to bed every night, surrounded when the lights are extinguished, by a perfect color-storm of such clouds, of the brightest and most dazzling hues, filled with every variety of meteroric appearance, from the fire-fly and the star. to the sheet-lightning and the comet, shooting and flashing in every direction; imagine all this, and I might almost add, multiply it by ten, and you will have some idea of the later phases of this brain disease, which during some pericds of its aggravation seems to keep the brain laboring like a steam engine."

His death, however, was not caused by this strange amaurosis and brain lesion, but, as described by Dr. McKaig of Cumberland, his brother-in-law, at whose house he died, was from "the sudden breaking down of his whole nervous system," upon which he "sank almost imperceptibly, without pain or suffering, into the calm sleep of death," on the 15th day of June, 1871, his years being coeval with the century.

[An interesting, complete biography of Mr. McMahon, prepared by his intimate and distinguished friend, the late Judge John Thompson Mason, revised and enlarged by his son, John T. Mason, of the Baltimore Bar, is about to be published. Such a work from such hands cannot fail to be replete with details of surpassing interest in the life of this remarkable man.]

THE UNITED BRETHREN IN CHRIST.

The eighteenth century was an eventful period in the history of Christianity. Infidelity had made great progress in the world, and threatened to embrace Europe and America. It threw its most deathly shadows over France and Germany. The peculiar danger from it in this country was in the vast emigration setting in from those two countries, especially Germany. The radical philosophy of the German Universities had infected nearly the whole nation. The piety which characterized the reformers of the sixteenth and the ministry and people of the seventeenth centuries, had become crystalized in the eighteenth and formality took the place of life. To meet this issue, a race of pious and powerful ministers was raised up in different parts of the world, and it was shaken anew by the truth as it came from the burning hearts and glowing lips of such men as the Wesleys, Whitefield, Asbury, Coke and Otterbein. For the special work of reviving piety and defending the truth among the Germans in America, the Providence of God prepared Philip William Otterbein, and chose Baltimore, for the origin and rise of the Church which he founded, regarded as one of the purest branches of the Christian Church—THE UNITED BRETHREN IN CHRIST.

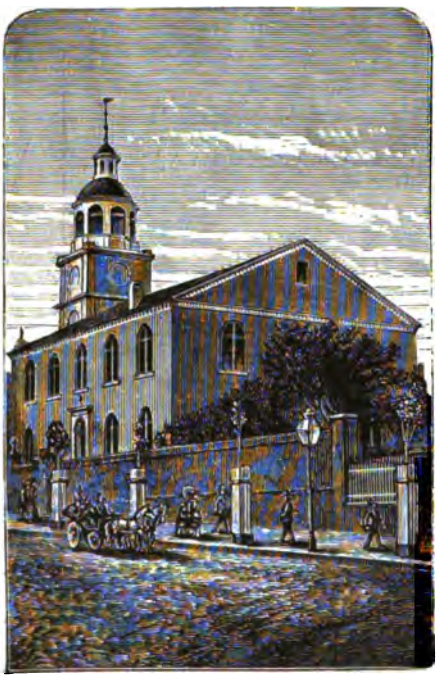
The first Conference was held in Baltimore, 1789. The following ministers being present: Philip William Otterbein, Martin Boehm, George A. Gueting, Adam Lehman, John Ernst, Henry Weidner, Christian Newcomer.

Philip William Otterbein was born in Dillenberg, Germany, June 4th, 1726. His parents were eminently pious, especially his mother. William was early designed by his parents for the ministry. He was ordained in the Reformed Church at Herborn 1749, and sent by the Synod of Holland as missionary to America 1752. A beautiful incident connected with his mission is related as follows: His brother, a minister also, having received a letter from Pennsylvania, representing the great need of Gospel ministers, pleading for the people, as sheep scattered in the wilds of the new world, without a shepherd, showed it to William and his mother. The pious woman retired to her closet, and after a season returned, and taking William by the hand, said, "Go my son, and the Lord keep thee and bless thee. We may never meet again, but *go*." And thus he came to this country and his work, consecrated by a mother's self-sacrificing love and prayers.

He began his labors in Lancaster, Pennsylvania, and afterwards preached in York and Frederick, Maryland. During his ministry at Lancaster he adopted the "new measures," as they were called, viz: Prayer meetings, class meetings, open air services, and itinerancy.

By these, and the character and fervor of his preaching, he aroused the people. He was joined by Martin Boehm, a Menonite, and a powerful preacher. They met in a large meeting, held in Isaac Long's barn, in Lancaster county. At the close of Boehm's sermon, Otterbein rushed up to him and clasped him in his arms, crying with a loud voice, "We are brethren," and the congregation, composed of members of various denominations, began to praise the Lord. This circumstance gave rise to the name of "United Brethren in Christ," applied to the Church at its organization.

He came to Baltimore in 1774, and began his work, soon organizing a church.



OTTERBEIN CHURCH,
Corner of Sharp and Conway Streets.

The first building erected and the oldest land-mark of his mission, stands on the corner of Sharp and Conway streets, as seen in the engraving.

This is the oldest church edifice now standing in the city. It contains two bells, cast at Bremen, Germany, with this inscription on them:

Fur die Evangelische Reformirte Geminde, auf Howards Hill in der Stadt, Baltimore, 1787.

He died in this city, November 17, 1813. At that time his denomination numbered 100 ministers and 20,000 members. Now it contains 4,067 churches; 2,059 ministers and about 150,000 members.

Its Polity is a mixture of the best features of the Methodist, Presbyterian and Congregational Churches. It is presided over by five Bishops:

Revs. J. J. Glossbrener, Jonathan Weaver, John Dickson, Nicholas Castle, and Milton Wright.

In this city the Church has accomplished a valuable work, both in its strictly ecclesiastical domain, and in the community at large. Among its active workers are some most useful citizens.

There are five churches. The first or Otterbein Church, built in 1786, which was the only one until 1855, when some of the members proposed building an English Church, on the grave-yard belonging to the church on the corner of Scott and St. Peter's streets; accordingly J. F. Greasley, George H. Pagels, Andrew Merker, J. Knipp, Jr., and John Leicht, were appointed trustees, and called Rev. N. Altman, who greatly advanced the cause throughout the city.

For many years the old church sent missionaries to different parts of the country, among whom were Jacob Schollier, H. Staub, Ph. Frey, and John A. Sand. Under the latter the third church was established on Lombard and Fulton streets, 1865. Not long after a mission was formed on George street and Clinton avenue, which subsequently became a flourishing church, and is called the Fifth United Brethren Church.

George H. Pagels, J. Knipp, Jr., Max Plitt, J. J. Leicht, J. F. Greasley, began what is now the Fourth United Brethren or Salem Church.

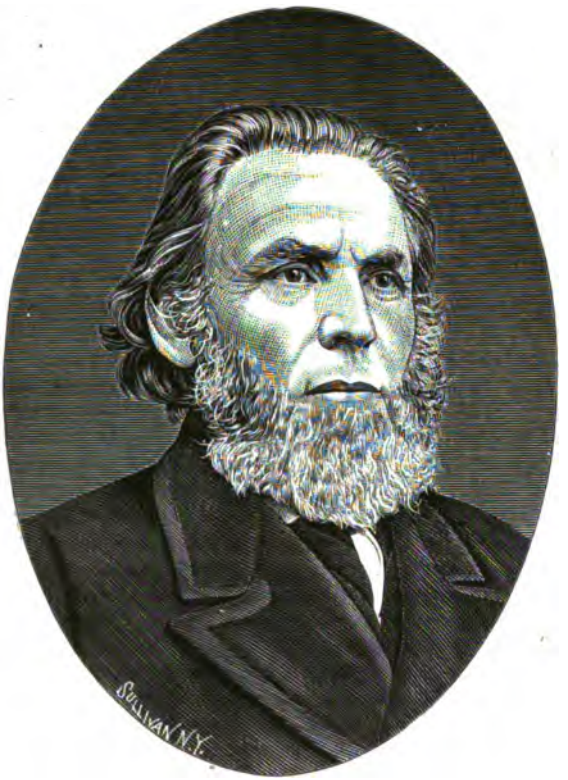
Their congregations are composed of industrious and enterprising people, and are universally known by the simplicity of their faith and honesty of dealing. They are a very valuable component part of the social and ecclesiastical community.

It is an interesting historical fact, that they originated here under the ministry of their remarkable founder.

Our enquiry into this interesting history reveals the fact that some of our leading citizens who are now carrying on the largest enterprises, are from families of this church. So that it has been in a sense, a nursery, where many were trained for future usefulness in other folds, and walks of life.

REV. JOHN ADAMS SAND.

This gentlemen, one of the most faithful ministers of the Church of the United Brethren in Christ, was born, July 1st, 1812, in Dosenheim la Canton Lezelstein, Alsace, then France, now Germany.



John A. Sand

He arrived in Baltimore, April 28th, 1832, and two years after connected himself with the Otterbein Church on Conway street. Here he became deeply interested in the faith he professed, and convinced that it was his duty to preach the Gospel. The church having approved his desire, recommended him to the Conference, and he was duly ordained to the full office of the ministry in the Church of the United Brethren in Christ, in which he has labored faithfully and zealously for thirty-eight years. He was Pastor of Otterbein Church for seven years, during this time, the congregation greatly prospered, and

the cause grew in the city. A new church was organized, and a fine edifice erected on the corner of Fulton and Lombard streets. Of this he was pastor for three years, and subsequently of the Fifth Church on the corner of George street and Clinton avenue.

His labors in the Gospel and in behalf of his church, were recognized by the denomination at large, and his services sought elsewhere. For sixteen years he preached in Pennsylvania, in the counties of Dauphin, Lancaster, Lebanon, Schuylkill, and Lehigh; also six years in Ohio, three in Cincinnati, and three in Dayton. His wisdom and ability as a churchman were recognized in the courts of the church, and he was made Presiding Elder and member of the General Conference.

In the ecclesiastical courts of his Church, he has always exerted a valuable conservative influence. His varied experience as a Pastor and Presiding Elder gave him a knowledge of its needs, which enabled him to guide in their deliberations and shape their measures designed to advance the interests of the cause.

The circumstance of his life having been mostly spent in Baltimore, equally removed from the extremes of thought North and South, has well qualified him for the prominent position he has held, especially during the time of war and agitation, when both piety and moderation were needed.

Mr. Sand still resides in our city, greatly beloved by the members of his denomination; being regarded by them, as one to whose labors and untiring devotion, much of its growth and prosperity are due. When he began there were two churches in Baltimore, now there are five, three of which were organized during his pastorates, and largely through his zeal and influence. His life has been specially valuable, because of the peculiar nature of his work. The community of the United Brethren in Christ, was at the beginning composed almost entirely of Germans, who were upright and industrious, adding materially to the wealth and prosperity of the city. Under his instruction and pastoral care, a generation has been trained, which is a valuable element of society, exerting a large conservative influence on the German population.

REV. GEORGE W. BURNAP, D. D.

Among the pioneers of liberal thought in Baltimore may be ranked Rev. George W. Burnap, D. D. A native of New Hampshire, and a graduate of Harvard University. Dr. Burnap came to the South upon his entrance into the ministry in 1828, at the age of twenty-six, so that he early identified himself with this community. He was settled over the First Independent Church, corner of Franklin and Charles streets, whose first clergyman, Rev. Jared Sparks, had lately left to pursue his literary researches. While an earnest advocate of his own form of religious faith, Dr. Burnap's interest in, and labors for the city at large, lifted him far beyond the rank of a mere controversialist. He found time in the midst of the faithful care of his parish, for much outside work. His marriage to a daughter of Mr. Amos A. Williams, one of a family of merchants, who emigrated from Roxbury, Massachusetts, at the end of the last century, and whose enterprise did much for the prosperity of the city in its early days, served to still further increase Dr. Burnap's interest in his new home.

He was ever ready and eager to meet any of the demands of the hour, for the advancement of liberal culture, and contributed much by the spoken and written word to that object. His courses of "Lectures to Young Men," and "Upon the Sphere and Duties of Women," were among the first popular lectures ever given in Baltimore. They were listened to with much interest, and afterwards printed, making a lasting impression upon the public mind. At the request of Hon. Jared Sparks, Dr. Burnap contributed to his

"American Biographies" the life of Leonard Calvert, the first Governor of the Colony of Maryland. In his researches among the archives of the State, he found much to throw light upon the early institutions of the colony, and which he laid before the public in that life.

In the original appointment of trustees for his institute, Mr. George Peabody included upon the roll the name of Dr. Burnap, the only clergyman, although not of his denomination. To the welfare of the new enterprise he gave much earnest thought, but he did not live to see the buildings occupied. An active member of the Maryland Historical

REV. G. W. BURNAP, D. D.

Society, he faithfully attended its meetings, and made contributions to it by his pen. He saw the population of Baltimore treble during his life in it, and its future growth and social and material advancement were matters of pride and confidence with him. Its natural advantages and those of the State he considered mutual, and certain, with a wider growth of education and culture, to ensure great prosperity and advancement.

His uprightness and integrity, his warm sympathy with the welfare of the community, made his sudden removal on September 8th, 1859, a loss felt by his fellow citizens far beyond the limits of his own denomination.

WILLIAM NUMSEN.

In the town of Delmhorst, Grand Dutchy of Oldenberg, Germany, Peter Numsen, a highly respectable merchant lived. He began life under favorable circumstances, having the advantage of an honorable name and good family connections. Through the complications of business, however, he became involved in litigation, which reduced him to actual want. His family consisted of his wife and three little children; the second of whom was William, the subject of this sketch. In the deep distress which now overwhelmed this little family, the wife and mother exhibited those strong, heroic qualities, which belong to the highest type of womanhood. Leaving her husband and the two older children, she braved the perils of the sea and came with her infant child to Philadelphia, where her brother, a Lutheran minister, resided, to prepare the way for the removal of her family. One year afterward her husband followed her, consigning William and his sister to the care of their maternal grandfather. Not long after the grandfather died and they fell into the hands of strangers, who put them to hard tasks, and severely treated them, seeking to profit by their labor. They suffered the pangs of hunger and want of sufficient clothing. Their only sympathizing friend was their grandmother, who, though powerless to protect or aid them, induced a kind Moravian sea captain to take them to America. His ship, "Diana," was to sail from Bremen; the children, under cover of night, escaped, and though pursued by the police, reached the vessel after a fatiguing walk and were soon at sea.

Romance does not furnish a more affecting incident than this; yet it ends not here. Weeks pass; they are nearing the shores of free America; their young hearts beat high with the near prospect of being clasped to a mother's bosom and a father's heart, to forget all their troubles and pains, in the bliss of reunion, when suddenly the hurricane seizes the vessel and she is wrecked; by the mercy of God, just as she was settling down amid the billows, a bark from New York to Amsterdam picked them up and took them back to the country whence they came. There they were put ashore, homeless, penniless, and friendless.

Furnished with a little money by the Bremen Consul, this lion-hearted boy and his sister walked their way back home, each with a pack of scanty clothing. William was at this time about twelve years of age, and his sister fourteen. The cruelties, perils, and hardships which he had encountered, and the association of the sea, would naturally induce a reckless spirit and life in a youth of less principle. Just at this critical period, a providential occurrence doubtless determined his future career. A comrade, while skating on a Sabbath day, during the hours of religious service, was drowned. He was so deeply impressed by this that it became the occasion of his becoming a Christian.

At the age of seventeen he determined to come to America; having no means wherewith to pay his passage, he became a "redemptioner;" that is, he mortgaged himself for a sum sufficent to pay the fare of his sister and himself.

Narrowly escaping shipwreck, they landed at Baltimore, and immediately communicated with their mother, then a widow in Pennsylvania, in destitute circumstances, her husband having died, leaving her with the care of four little children. She arrived in Baltimore at midnight and was directed by a watchman to the house of a Mr. Muth, a well known baker. As she entered she said, "I have a son and daughter come here from Bremen, can you give me any tidings of them." Pointing to a youth standing near, he said, "Woman, behold thy son," and immediately he was clasped in her arms.

William apprenticed himself to Mr. Muth, and shortly after his term expired determined to set up himself in the baking business. He rented a bakery and the necessary furniture

for three dollars per month, and purchased three barrels of flour on the security of a friend. His business prospered from the start, and it was not long before he was enabled to have his mother, brothers and sisters, living with him under his own roof.

By diligent prosecution of his business, and the exercise of rigid economy, he obtained a competency, and a valuable custom. Thus far the abused and tempest tossed little

Wm Numsen

German boy has become one of the successful bakers in a great American city; yet his desires are not satisfied; he advances upon a new avenue of industry. Pickling and preserving so far as it was a business, was but a small collateral branch of the bakery and confectionery trade. Mr. Numsen turned his attention to that and it soon began to develope into an independent department; then it assumed phases of which no one,

hardly himself, had dreamed. To pickling and preserving was added hermetically sealing, a secret which seemed to have been discovered just in time to answer the demands of the new trade. This also led to the packing of oysters, and, finally, of all kinds of fruits and vegetables.

Mr. Numsen is really the pioneer in the trade. He opened his pickling and preserving house on Pratt street in 1847; the growing trade necessitated larger quarters, and he soon after purchased a warehouse on Light street. In 1850 he associated with him his son-in-law, John F. Thomas, under the firm of Numsen & Thomas. Shortly after, they pulled down the old warehouse and erected the present buildings. In 1851 they added oyster packing to their other business.

In 1858, John W. and Nathaniel G. Numsen, sons of Mr. Numsen, became partners of the firm; in 1862, Mr. Thomas withdrew, and S. John Carroll entered, and the style was changed to Numsen, Carroll & Co. In 1868, Mr. Carroll withdrew, and the firm assumed its present name of William Numsen & Sons, William N., the third son being added to it.

They have a Packing House on Federal Hill, which has a water front on two docks 180 by 825 feet. Its capacity is for 80,000 cans daily; also a large establishment on German street, exclusively for pickling and manufacture of vinegar. Another establishment in Easton, Talbot county, principally for preserving peaches; and a factory at York, Penn., for condensing milk and packing small fruits.

Mr. Numsen invested largely in real estate. He purchased a valuable tract on the northwest confines of the city, which has since been sold and improved, and the profits used in the erection of "Numsen's Block," on Light street; an Iron edifice, consisting of six spacious warehouses, among the finest in the city, as seen on page 108 of this book. He also owns a valuable farm on Bear creek, near Fort Carroll, ten miles below the city, on which he raises for packing purposes vegetables and fruits.

While engaged in his vast business enterprises, he has not been unmindful of his higher obligation to society and the church. He united with the Otterbein Church on Conway street, near Sharp, in 1821; married the daughter of the pastor, Miss Mary Schneider, 1823, and was an active member of it until he engaged in the organization of the "German Evangelical Association," in which he became a local minister, and which he has greatly aided by his liberal contributions.

The estimation in which he is held in the community, is evidenced by the responsible position which he holds in some of its financial and social institutions, among which we mention: The Central Savings' Bank, of which he is a director; the German Society of Maryland, a vice-president.

Mr. Numsen is now in the seventy-fifth year of his age, having been born in Delmhorst, December 3d, 1803. He is still actively engaged in the business, ably assisted by his sons.

Now, tracing the German boy of Delmhorst in 1814, working hard for a cruel master, who denied him necessary food and clothing, up to his present position, at the head of the largest interest in Baltimore, in which he was a pioneer, his career seems most wonderful. The benefit which this city has derived from it cannot be computed. The business itself has given employment and support to many thousands; added to the general wealth; developed other industries; brought trade hither from all parts of the globe; introduced sources of revenue that without it never would have been opened to us; and given Baltimore the first prominence in the world, in the fruit and packing interest.

Among the many men who have greatly blessed Baltimore through their enterprise, none have accomplished more than William Numsen.

PHILIP EVAN THOMAS.

If we should be asked to select the man to whom more than to others Baltimore owes its present proportions and commercial importance, we would name Philip Evan Thomas. If his life were faithfully written, he would be universally accorded the most prominent place in the history of her commercial men. Not because his business relations were more extensive or important than others; not that he had no peer in the strife of trade; but because he originated and put in successful operation the Baltimore and Ohio Railroad, for the expressed purpose of securing that trade which was her life, the loss of which would have left her an insignificant coast city, and that loss she had begun to suffer from the successful rivalry of the Northern cities.

His far-reaching vision, in solicitous regard for his city's welfare, discovered the sources of her peril and the agencies at work to divert and ruin her Western trade. As early as 1826, he had frequent conferences with George Brown on this vital subject. The Erie Canal and other means of transportation through Pennsylvania and New York had begun to diminish the trade of Baltimore, with the prospect of destroying it entirely. General Barnard's report, showing the cost of completing the Chesapeake and Ohio Canal, and the obstacles in the way of that enterprise, satisfied Mr. Thomas that it would not accomplish the end. Some time after this, his brother Evan wrote from England, giving him an account of the railroad just then completed from Stockton to Darlington, in Durhamshire; William Brown of Liverpool also sent his brother, George Brown, reports and documents descriptive of the coal tram-railways in England. This information coming so opportunely was like a revelation to these two men. They saw in the railroad, crude as it then was, *the power* which alone could save Baltimore from being distanced in the race of competition for the trade of the West. Mr. Thomas resigned his position of director in the Canal Company and devoted himself to the projection of a railroad from Baltimore to the West.

At the call of Messrs. Thomas and Brown, twenty-five of the most prominent citizens met at the residence of Mr. Brown, February 12th, 1827. Mr. Thomas there convincingly described the advantages of the railroad system over the Canal and other modes of transportation and a committee was appointed to give the subject thorough investigation, to report at an adjourned meeting on the 19th of February. The committee consisted of Philip E. Thomas, George Brown, Benjamin C. Howard, Talbot Jones, Joseph W. Patterson, Evan Thomas and John V. L. McMahon. At this meeting Philip E. Thomas, chairman, presented the report, which was unanimously adopted; the report closing thus: "The committee have also in these tables contrasted the advantages which in their opinion would be likely to accrue to the city of Baltimore from connecting her trade with the Western States, by intersecting the contemplated Chesapeake and Ohio Canal within the District of Columbia, and by a direct Railroad from Baltimore to some eligible point on the Ohio river." A committee was then empowered to secure a charter from the Legislature, consisting of the following persons, characteristic of the men who have controlled our legislation and public interests: Charles Carroll of Carrollton, William Patterson, Robert Oliver, William Lorman, George Warner, Solomon Etting, William W. Taylor, Alexander Fridge, James L. Hawkins, John B. Morris, Luke Tiernan, Alexander McDonald, William Stewart, Isaac McKim, Philip E. Thomas, Charles Ridgely of Hampton, Benjamin C. Howard, Thomas Tennant, Alexander Brown, John McKim, Jr., Talbot Jones, James Wilson, Thomas Ellicott, George Hoffman, Solomon Birckhead; John V. L. McMahon acting as the counsel, who drew up the charter and urged the petition. The charter granted, a committee of engineers, of which Mr. Thomas was chairman, surveyed the route, and on the fourth of July, 1828, the corner-stone was laid. In June, 1830, the road was opened for passenger travel to Ellicott's Mills; 1832, to Point of Rocks; 1833, to

Harper's Ferry. June 30, 1886, Mr. Thomas, who had been President from the organization of the company, resigned on account of ill-health, against the earnest remonstrances of the Board. One of the resolutions of the Board on the occasion reads thus: "On the commencement of this work, of which in fact he was the *father* and *projector*, everything connected with its construction was new, crude, and doubtful, with little to guide the way, and that derived from distant and doubtful sources; now, such has been the increase of information and experience acquired under his auspices and direction as to insure the completion and success of the undertaking, if prosecuted with the same zeal, assiduity and integrity which have ever marked his course."

P. E. Thomas

Philip E. Thomas, then, is rightfully regarded the father of the railroad system in this country, the Baltimore and Ohio being the first projected, and, considering its relations to the city, being largely the source of its wealth, trade and industries, the basis of its commercial, financial and educational interests, we are abundantly justified in assigning him the prominent position we did in the beginning of our article. This constitutes his chief distinction; but he performed important service to his State and city otherwise. A brief record of his life we give, as a part of the resources and assets of Baltimore.

He was the third son of Evan and Rachel (Hopkins) Thomas, born at Mount Radnor, Montgomery county, Maryland, November 11, 1776, a county which has furnished Baltimore with many sons who have greatly honored her with their business success and fame, among whom we mention, as illustrious examples, Colonel John Berry, the father of General J. Summerfield Berry; Elisha Riggs, head of the great firm of Riggs, Peabody & Co.; Samuel Riggs, Hon. A. Bowie Davis, Geo. R. Gaither, John Clark, (banker.)

Philip E. Thomas came to Baltimore when it possessed only 15,000 inhabitants; was received into the store of his brother-in-law, Thomas Poultney. In 1800 he commenced business for himself, as a hardware merchant. His success being determined, he associated with him his wife's brother, William E. George, and his own brother, Evan. Mr. George was distinguished for his urbanity, high sense of honor, and inviolable adherence to principle; his son, Philip T. George, is now one of our leading business men, at the head of the provision trade, who perpetuates his father's characteristics.

Mr. Thomas soon rose to eminence in the commercial world, and manifesting an intelligent interest in public affairs, was honored with important positions. For many years he was President of the Mechanics' Bank; the Mechanical Fire Company; the first President of the Maryland Bible Society; and advanced the first $25,000 to enable the State to begin the erection of Washington Monument. He was a man of pious and benevolent heart, ever forward in efforts to advance the moral and religious condition of men. As a leading member of the Society of Friends, of which his father was an eminent minister, he was very active in good works, especially in behalf of the Indians. He took a prominent part in the great mission to the Indians, from the Indian Committee of the "Baltimore Yearly Meeting," Fort Wayne, 1804.

Through his efforts the intrigues of the Ogden Land Company, with the chiefs, to dispossess the remnant of the Six Nations of their Reservations in Western New York, were defeated. The chiefs were deposed and a republican form of government established. For this and other acts, the Swan tribe of the Senecas made him a chief, with the name of "Sagouan," or bountiful giver, and constituted him their representative at Washington. Such men as Philip E. Thomas do not often appear to accomplish so important a work, and we trust that his State and city may yet possess a complete history of his life.

He died September 1st, 1861, in Yonkers, Westchester, New York, at the house of his daughter, (Harriet) Mrs. James C. Bell. He had seven children, five daughters and two sons. William George, his second son, succeeded him in the hardware business, and became prominent for his personal worth and commercial operations. Like his father, he was public spirited, giving with a liberal hand. The city is indebted to him for Franklin Square, its first improved public park; he was mainly instrumental in establishing her first benevolent institution, the "Aged Women's Home;" and inaugurated her first line of omnibuses. He was universally esteemed.

The family of THOMAS is an old and honorable one, claiming descent from the ancient kings of Britain. Its authentic history begins about the sixth century. Philip Thomas, the immediate ancestor, came from Wales to the Province of Maryland in 1651. Like many of his descendants, he was an active and influential citizen, and became one of the leaders of the Puritan party. Probably under the personal influence of George Fox, at that time visiting Maryland, he united with the Society of Friends. His descendants and their families ramify the whole community of Baltimore, extending to honorable connections in other States. Their names are those characteristic of Maryland and Baltimore. The Ellicotts, Wethereds, Tysons, Chestons, Careys, Coales, Kings, Brookes, Snowdens, Janneys, Georges, Poultneys, Whites, &c., many of whom by their financial and commercial enterprise have added immensely to the capital and prosperity of the city of Baltimore.

Philip E. Thomas, the subject of our review, was immediately connected with the Hopkins family; his mother being Rachel, daughter of Gerard Hopkins, of which family are Gerard T., Samuel, and Johns Hopkins, the founder of Johns Hopkins University.

DANIEL MILLER.

One of the most important interests of the city of Baltimore is the Dry Goods Trade, and to this branch of commerce not a few of the enterprising and industrious men who have contributed to the building up of Baltimore's prosperity have lent their energies. Prominent among the leading houses in this line is that of Daniel Miller & Co.

Daniel Miller was born in Loudoun county, Virginia, July 7th, 1812. His grandfather, a man of education, emigrated from Germany, prior to the Revolution, and settled in Loudoun county, where he was for a long time highly respected and appreciated as a teacher of youth. His father, with other patriotic Virginians, came to assist in the defence of Baltimore in 1814. Daniel remained with his parents, on their farm, until he was fourteen years of age, when his father having become embarrassed by reason of endorsing for a friend, who went down in the commercial revulsion succeeding the war, he, boy as he was, determined to leave home and seek his own fortune. So, one bright morning, he started off, walking cheerily with his bundle containing all his earthly possessions, on his shoulder, and bound for Harper's Ferry. Upon his arrival at that place he engaged as clerk in a country store, at a nominal salary. Harper's Ferry was then the centre of a very large trade, and the rendezvous of all the gay young men of the surrounding country. Alcoholic stimulants were the universal beverage, and temperance societies were unknown. But the young clerk, under the influence of a pious mother, had resolved never to touch liquor nor tobacco in any shape, and although the temptation was ever before him, he scrupulously adhered to the resolution he had formed, and which to his dying day was unbroken. Never neglecting his duty to his employers, he devoted all his spare time to the acquisition of useful knowledge, and produced such a favorable impression of his business capacity and integrity, that before he was of age he was offered an interest in a mercantile establishment at Lovettsville, Virginia. He accepted the offer, and in a short time bought out his partners and conducted the business successfully on his own account. It was here that he met his future wife, Miss Klein, with whom he was united at the age of twenty-four.

In a few years he became the leading merchant of that section of Virginia, and in 1842, at the urgent solicitation of his friends, he consented to become a candidate for the Legislature, on the whig ticket. He canvassed the district with his opponents, discussing with them the questions at issue, but refusing to resort to any of the usual appliances of candidates, while they spent money lavishly. He was elected by a large majority, the result thus vindicating his manly independence. In the Legislature, though a quiet member, he was a most useful one, and through his influence more than one measure of substantial importance to his constituents was enacted.

In 1846, seeking a wider field of business activity, he removed to Baltimore and embarked in the Dry Goods Trade. In conjunction with the late Mr. John Dallam, he opened a small jobbing store at 304 Baltimore street. They remained in that location until 1855, when Mr. Dallam was killed in the fearful collision on the Camden and Amboy Railroad. Mr. Miller then removed to 324 Baltimore street, and in 1858 to 329, where the firm of Daniel Miller & Co. still remains.

With ceaseless energy he gave his entire time and attention to his business, which beginning in 1847, with annual sales of $80,000 had increased at the time of his death to one and a quarter million of dollars.

In 1861 he was just beginning to reap the fruits of his hard labor, when the war broke out and all that he had accumulated by the patient toil of years was swept away as it were in a single day.

Those were the times that tried men's souls. Mercantile credit was not worth a rope of sand. The strongest houses went down before the deadly blast of ruin that swept over

the country, and many of the leading merchants in utter despair, made no attempt to save themselves or their creditors and drifted into hopeless bankruptcy. It was then that the character of Daniel Miller shone forth. Men cast in his mould were few and far between. The bulk of his assets lay in the seceded States, practically as far from his reach as if in the wilds of Africa. Declining all suggestions of compromise he set his face against the storm, and notified his creditors that with the blessing of Providence every dollar of his indebtedness should be paid.

Daniel Miller

He dissolved his partnership and thenceforth addressed himself to the one aim of his life, which was to see the day when his entire liabilities should be honorably discharged; and he exacted of his children a solemn obligation that in the event of his death, they would consider themselves morally and religiously bound to fulfill his work.

Dispensing with all the luxuries to which he had been accustomed, he worked hard and faithfully with unfaltering trust to accomplish his purpose. As the notes of his late firm matured, he paid such parts as he was able and renewed the balance, and in much less than five years he paid up $496,000, principal and interest, cancelling every obligation held against him. He described it as the happiest day of his life when he issued a circular to his creditors announcing his full resumption.

During the late conflict Mr. Miller was ever foremost in assisting to relieve the wants of the prisoners confined at various times in this city, and to mitigate the severities of the unhappy contest. No one welcomed the dawn of peace with more delight than he, and no one was quicker to devise ways and means for the restoration of some portion at least of its former prosperity to that section of the country which had suffered so much from the devastating effects of the war. The Valley of Virginia, which had been fought over almost inch by inch, had been made classic ground indeed, but historic glory could not avail to feed nor shelter the starving, houseless people who called it home.

Mr. Miller was one of the most efficient promoters of the plan originated in Baltimore, to make advances of money to the farmers of the valley, to restock and seed their farms. As treasurer of the Agricultural Aid Society he collected some $70,000 which was thus distributed.

Recognizing the prime necessity of currency and banking capital, it was mainly through his instrumentality that banks were established at Winchester, Harrisonburg, Staunton and Charlottesville. On his books there yet stood unpaid almost half a million of dollars, most of it due by people of Virginia; but forgiving them the debt, he gave new credit to as many of his former customers as prudence and justice to himself would permit, thus enabling them to make a new start in life.

At this period he gave his sons an interest in his business, and afterwards principally employed himself in directing the operations of the house, and in impressing upon them that the only honorable road to wealth was by industry and honesty.

He assisted to organize and was the first President of the National Exchange Bank, a Director of the Eutaw Savings Bank and a member of the Board of Trade.

Mr. Miller was in active business up to the day of his death. On Saturday, the 23d of July, 1870, although not entirely recovered from the fatigues of a recent business trip to Virginia, he expressed himself as having never felt better in his life. On Sunday he rose in his usual good health. On returning from church he complained of being unwell and sent for his physician, who, however, anticipated nothing serious. He retired at his usual hour without any apprehensions, but suddenly at midnight he sat up in bed, turned over, and expired without a groan. His funeral obsequies which were largely attended, took place on the Wednesday following. The services were conducted by the Rev. Drs. Smith and Hamner, both of whom spoke most truly and feelingly of the great loss which the community had sustained in the death of such a man.

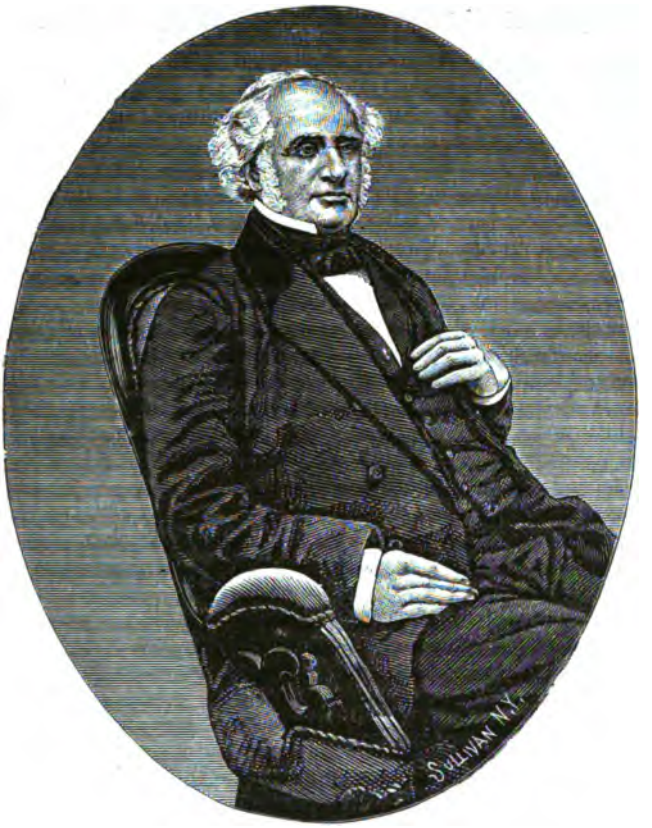
By his prudence, energy and integrity, extending through a period of a quarter of a century, Daniel Miller succeeded in establishing one of the largest, as well as most reliable and widely-known dry goods houses in Baltimore, and dying in the height of his prosperity, he left the business and his priceless reputation in the hands of his sons, a double legacy of which they may well be proud.

As a citizen, he was true; as a man, full of tender sympathies; a friend whose counsel could always be relied upon. Of decided views upon all subjects, yet never obtruding them unasked. He was an elder in the Presbyterian Church, and teacher and superintendent for years in the Sabbath School. Of unbounded liberality, he contributed mainly to the building of the First Constitutional Presbyterian Church. In his habits he was thoroughly domestic. A loving husband and an indulgent father, his home was an abode of cheerfulness to his children, and a place where friends met a kindness not to be forgotten. In his business he was very decided, but at the same time affable and agreeable.

He labored assiduously to have his business a model for others, and well did he succeed in his work. The large force under his employ were upon all proper occasions reminded that honesty and fair dealing were the only true stepping-stones to success, and only on such a basis did he ever desire them to forward the interests of his business.

In conclusion, it may be sincerely said, that in every sphere of life, he gave living evidence of his high moral and Christian character.

[*From "Baltimore, Past and Present; by Richardson and Bennett.* 1871."]



George Peabody

The completion of the Peabody Institute makes it one of the finest structures in the United States; as a Library decidedly the best. It fronts 170 feet on Mt. Vernon Place by 150 feet deep. The new Library Room is 70 by 80 ft., and 55 in height, accommodating about 300,000 volumes. There are seven alcoves on each side, six floors high. The whole room is beautifully finished. At the left of the entrance is a spacious Reading Room, 72 by 36 feet; the basement contains three fine Lecture Rooms. The old Library Room is converted into an Art Gallery, there being two others on the same floor. The improvements cost over $300,000, according to the designs and under the direction of E. G. Lind, the architect.

See pages 38, 39, 40, 229, 330, 331.

WILLIAM WILSON CORCORAN.

It may be asked what is the appropriateness of representing this distinguished citizen of Washington, in a book specially designed to portray the history and resources of Baltimore?

The general reply is, Mr. Corcoran belongs to the nation and we are entitled to a share in his exalted life, which has ennobled the American name.

But specifically, Baltimore claims a peculiar interest in him, which, if we are allowed the expression, permits us to reckon him as a part of our assets or at least a splendid collateral.

His father, Thomas Corcoran, when a young man, was induced to come to Baltimore from Ireland by his uncle William Wilson, one of its best and purest citizens, whose commercial house was one of the most important ever established here. For three years he was an inmate of his home and employed in his office. He then, 1787, removed to Georgetown, D. C., where eleven years afterwards, his third son was born, whom in honor to his uncle he named William Wilson Corcoran; thus to the *mediate* agency of a citizen of Baltimore, whose memory Mr. Corcoran loves to cherish, the country is indebted for its noble philanthropist. Again, by those silent influences which perpetuate themselves from generation to generation, modifying or directing human lives, doubtless the character of William Wilson has contributed somewhat, in the determination of his exalted career. Again, the proximity of Baltimore to Washington and ease of communication, give us peculiar participation in his munificent expenditures to art, science and benevolence there.

Furthermore, since our aim is, by eminent examples of success, virtue and nobility, to arouse others to like results of character and work, we hold forth his life, so illustrative of the true methods of doing and giving, that many, especially our own men, may according to the measure of their ability "go and do likewise."

Mr. Corcoran early turned his attention to mercantile pursuits and when only nineteen years of age opened a dry goods and commission house on his own account. Such was his success that in a few years he erected a large warehouse with every prospect of being permanently located in his native town. If he had continued successful, and his own purposes been executed, he would have occupied a prominent position in the trade and among the people of the District; but his life would have taken a different direction. Superior wisdom designed him for a wider sphere and nobler plans than his own.

The year 1823 was disastrous to the trade, and Mr. Corcoran with many others *failed*. We use that word only because it is commonly employed to denote reverses in business. We regard *that* failure as the beginning of his grand success. Recognizing the hand of Divine Wisdom in the individual life, we believe that that arranges the steps on which the good man ascends; some of these steps may descend; some paths deviate for a space; some winds on life's sea seem counter gales; but the main course is onward. Human vision cannot pierce the surrounding clouds to see where and how the path lies; human prescience cannot resolve the involved movements of the world, the interlaced mechanism of Providence, to know how one event is fitted to all the rest. We cannot climb to the mountain top without occasional, sometimes sudden descendings; so when we reach the altitudes of life and look down, we see that the dark valleys, deep gorges, steep declivities, which we dreaded to descend, were the only way of ascent, unavoidable and necessary.

The man of principle, courage, determination and faith, by the reverses of his early course, undergoes discipline, acquires experience, wisdom, patience and aptitude for work, which are the best preparation and assurance of future success.

W. H. Corcoran

July 5th. 1878.

All this was signally illustrated in Mr. Corcoran's case. His failure of 1828 dates that change in his life, which has been productive of its richest fruits. He settled with his creditors satisfactorily to them and honorably to himself, and retired from the business. Soon afterwards his attention was directed to real estate and finance. He was placed in charge of the real estate of the Bank of Columbia in Georgetown and United States in Washington. Thus was he Providentially led into a new department of business and connections, which paved the way for the great enterprises of his life.

He advances, step by step, in the scale of transaction; wins position after position, and holds it fast; he has learned to put himself in the van of circumstance; to discern opportunity from afar, and seize it at the moment with a sure grasp. He became an acknowledged leader in financial affairs.

In 1840, the firm of Corcoran & Riggs was constituted, which took a prominent position among the financial institutions of the country, having valuable correspondence abroad, especially with London, where George Peabody, their close friend, resided as the head of the *Baltimore* Dry Goods House of Peabody, Riggs & Co.

Mr. Peabody began business life in Georgetown about the same time with Mr. Corcoran, and a friendship was formed which lasted in its freshness and strength until the former's death.

Mr. Peabody, in 1837, negotiated the $8,000,000 loan for the State of Maryland, which was the occasion of his subsequently giving up dry goods for the banking business. This friendship and circumstance were highly beneficial to Mr. Corcoran and the nation. For, upon the declaration of war with Mexico, the Government entrusted Corcoran & Riggs with negotiating the loans, in which they encountered great opposition from New York bankers. They displayed signal ability in the management of the first loan, ably sustaining the Government and promptly supplying the "sinews of war." In 1848, G. W. Riggs retired and Elisha Riggs took his place, the name of the firm remaining the same. They then assumed the second loan; the opposition grew fiercer, violent efforts being made to ruin the firm, discredit the Government and defeat the loan. In this conflict Mr. Corcoran rose superior to his foes, fully demonstrating his ability to cope with any difficulty in the arena of financial strife. With letters of his friend, Hon. Robert J. Walker, Secretary of the Treasury, he went to Europe, and though confronted there with a want of confidence, and impaired Government credit, created by hostile, jealous influences at home, he triumphantly effected the loan, and so restored confidence, that it rose to a high premium. A cotemporary journal thus refers to this transaction: "They met the grave responsibilities of their novel position with a self-reliance which had its origin in conscious rectitude of purpose, and discharged their arduous duties with such signal ability that the reputation of the firm was established on an enduring basis. At a juncture so critical the national credit was triumphantly sustained." Through these magnificent operations, and judicious investments, Mr. Corcoran's fortune rapidly augmented, rolling up to mammoth proportions.

In 1854, the firm of Corcoran & Riggs was dissolved and succeeded by the present Riggs & Co., and Mr. Corcoran retired from *active* business. Amid the multiplicity of his affairs, his high sense of honor and scrupulous regard for right had kept up his determination to pay the full amount of the liabilities in his failure of 1828. *Although he held receipts in full from all his creditors, he computed the interest due them from his brother and himself, added this to the remainder of the principal above the amount of compromise, which was more than double the original, and paid the last dollar.*

Before closing this brief reference to his business life, we must mention Mr. Anthony Hyde, his confidential agent, whom he induced, in 1848, to resign his position in the Third Auditor's Office, United States Treasury, to take the place. In him he has an able

assistant; his management of his affairs having been abundantly satisfactory, especially during protracted absences. The association has been mutually agreeable. Mr. Hyde observes: "I feel honored by the confidence of such a man; and hope to retain it until death parts us."

There are few instances of such steady, rapid, brilliant success, as Mr. Corcoran's; fewer still, in whom the philanthropic expansion of nature has kept pace with the accumulation of wealth. The most difficult labor of man is to correllate the spirit of benevolence with the spirit of acquisition. In the pursuit of wealth and the exercise of philanthropy, the two sets of motives, desires and purposes are exactly the reverse of each other. To maintain their equilibrium is the labor. The centripetal and centrifugal forces are diverse in their action and direction, yet on their consistent operation, the integrity and perfection of the universe depend. So manhood can be true, beautiful and good, only by the equable and proportionate action of the two principles of our nature; the one binding on self, the other going out to mankind. The genius of wealth knows nothing of philanthropy; its eye is fixed with the deathless determination to win; its only moral quality is justice; charity is foreign to its marts and exchanges. Herein lies the peril of those over whom it presides; its burning inspiration may dry up the sympathies and harden the man into a money-loving Shylock, who will exact justice, even at the expense of human life.

The guard against its absorbing power is the *early* and *continuous* exercise of the nobler, refined, philanthropic sentiments. Human nature responds to assiduous culture, in all its departments, in all directions, and yields plentiful fruit to the diligent hand. But fruit comes *only* by *culture* and *growth*. He who reserves to the latter periods of life the purpose to "do good and communicate," deceives himself and precludes all possibility of fruit. He who waits until death releases his grasp and makes that his only almoner, cheats his life out of one of the richest sources of joy, and lays up for himself a barren eternity.

Mr. Corcoran is the best example we know, of true manhood attaining the highest worldly success, and at the same time yielding in richest profusion the fruits of a generous nature. We intend no eulogy; he needs none; he is above it. Nor shall we undertake to enumerate his deeds of benevolence; that were impossible. His life is a perpetual fountain, with no intermittent streams, but a ceaseless flow, relieving distress, comforting sorrow, encouraging art and science, elevating society, aiding religion, strengthening the church, providing a resting place for the dead. There seems to be no phase of humanity, from feeble infancy to drooping age, which has not awakened his sympathy and opened his hand. Of his numberless deeds of charity and kindness, which are the best exponent of his benevolent heart, there is no record, save that which is written above; "his left hand does not know what his right hath done." The most intelligent estimate of his private benefactions to persons, places them at six to eight hundred thousand dollars. Much of this charity he bestowed under the delicate disguise of loans in order to spare the subject, humiliation. Before he sailed for Europe in 1871, he cancelled ten thousand dollars of such evidences of debt, these consisting of loans ranging from fifty to two hundred dollars, principally to widows and others in reduced circumstances.

If there is another example of this exquisite delicacy in giving, we have not seen it recorded.

His public, organized charities and expenditures are on a grand and beautiful scale. They are the expressions of his own genius of benevolence, as truly as the marble and canvas are, of the genius of art. They are original, not a copy. Under the inspiration of Him who said, "it is more blessed to give than receive," he has wrought them into the most refined, delicate, complete and original forms.

When we have contemplated what we know of his private charities to suffering humanity; his patronage of universities and schools of science; when we have visited the halls of Corcoran Art Gallery, resplendent with ancient, mediæval and modern art; Louise Home, with its delicate, exquisite refinement; Oak Hill Cemetery, with its solemn shades and incomparable loveliness, we have pictured to ourselves the man from whose heart and mind all this came as a heavenly inspiration, and he stood before us without a peer.

Howard gave rise to *modern* philanthropy by arresting in the name of Christianity, cruelty to the prisoner; Wilberforce *developed* it, to throw its broad shield over an outlying and neglected continent; Samuel Budgett brought to its aid the strong arm of successful trade; Peabody gave it a broader grasp and higher reach over the intellectual as well as bodily wants. In the temple of philanthropy, each had ascended the Dome, and gazed through different openings upon separate portions of mankind; Corcoran swept off the dome; took the whole into view and gave himself to the full work of comforting blessing and enriching his race. His sympathetic vision embraced the world, and over seas and continents his generous hand has supplied human want.

Mr. Peabody wrote thus to him from London: "However liberal I may have been in England, I cannot keep pace with your noble acts of charity at home; but one of these days I mean to come out, and then if my feelings do not change, and I have fortune, I will become a strong competitor with you in benevolence."

In our article on Washington city, on pages 360, 365, 366, we made reference to the Art Gallery, Louise Home and Oak Hill Cemetery. Besides these he has appropriated 162 acres to Columbian College, valued at the time of the donation at $150,000, erected a noble hall to science and letters on H street, Washington; gave $40,000 to the Washington Orphan Asylum, and has made large appropriations to a number of Southern colleges and universities, among which are Washington and Lee University, William and Mary College and University of Virginia.

The results of Mr. Corcoran's life work, *mediate* and *immediate*, no doubt far exceed his own estimate; imagination may trace them to some extent, weaving themselves around human hearts and homes; in industrial, professional and social walks.

The influence which he has exerted upon our national life, at the capital, we regard as not the least benefit of his life. Washington, as the seat of Government, is made up of representative people from all parts of this country and the world, who exert commanding influence in their respective sections. *They* feel the power of his virtue and goodness pervading all departments—civil, social and legislative. What a grand thing, a gratifying fact, that he has demonstrated so nobly American character and American philanthropy, and by his princely donations to art, science, charity and religion, he is sending from the heart of the nation, pulsations which quicken and ennoble our whole country, stimulating others with a kindred spirit.

Let us not forget that Mr. Corcoran, like Howard, Wilberforce, Peabody, and all true philanthropists, works under the banner of Christianity. He recognizes the *brotherhood* of man through the common relationship to the God and Father of the Lord Jesus Christ, who said, "One is your Father even God." Faith in Him is the basis of his work; that "faith which works by love."

The great value and beauty of that work consist in his doing it himself; he loses none of its virtue, freshness, and sweetness, by committing it to others. The delicateness of the aroma is lost in pouring the liquid from the original vessel, in which it was made, into another; so the charity of the heart loses its exquisite flavor, when committed to second hands. The Son of God sent not an angel on his mission of love to man, but came *himself* to heal by his own hand, and win by the contact of his own heart. That is true philanthropy, which imitates its Master.

In 1835, Mr. Corcoran married Louise Morris, the daughter of Commodore Morris. Five years after, she passed from earth to heaven, at the early age of twenty-two. A daughter, Louise, survived her, who married Hon. George Eustis, a representative in Congress from Louisiana, and like her mother faded away with consumption, dying at Cannes, France, in her twenty-eighth year, leaving three little children, who, since the death of Mr. Eustis, have lived with Mr. Corcoran, the solace of his home. Of that home we do not write; others have attempted a description of its beauty, its shadows, its sorrows; we view it as the one sanctuary, where he should be permitted to worship alone; and be comforted in the undisturbed and blissful anticipation of the restoration of its beautiful treasures now held in reserve in the Father's Mansion.

Born about 1750, *near Limerick, Ireland; Died March* 20, 1824; *Came here about* 1770.

See page 470.

ALMIRA HART LINCOLN PHELPS.

The educators of our land exert a more immediate and permanent influence than any other class. The destinies of the nation, to a considerable extent, are in their hands. Those agencies which determine the character and condition of human society are not the most apparent; not the occasional, not the explosive; but the constant, generic principles, and habits, which receive their direction in the family and school. The family, by the divine order, is the fountain of society, whence must issue streams that enrich or pollute it. To elevate and conserve mankind, the home must be pure, strong, intelligent, holy. The wife and mother will always determine the home, and be the molding power which sends forth the children, equipped or unfurnished, for the strife and work of the world. Hence the educator of women becomes by far the most important of her class, since she is training the wives and mothers of the future.

All over our land there are noble women engaged in this mission, whose agency in the preservation of our institutions and the conservation of purity and truth has not been fully appreciated. It is not many years since, that female education was regarded as of minor importance. Woman was not supposed to be capable of the same mental discipline, development and acquirements with man, and therefore her education was comparatively underestimated. The error of this unphilosophical sentiment, woman herself has demonstrated in such examples as Mary Somerville, Hannah More, L. H. Sigourney, Emma Willard and Almira Phelps.

Of Mrs. Phelps we give a brief sketch, not only to recognize her superior worth, but the valuable part which she has contributed to Baltimore, by the noble work she has performed. We feel that our attempt to exhibit its resources, and the component agencies of its growth and advancement, would be partial, if we failed to make our humble tribute to her successful work as an educator of girls. Her pupils have taken their positions in society, the family and church, the better qualified in heart and mind, by her instruction and influence.

Mrs. Phelps was born in Berlin, Connecticut, July 15th, 1793; her father was Samuel Hart, whose mother was Mary Hooker, and he was the fourth in descent from the celebrated divine, Thomas Hooker, through whom his family were allied to the Edwardses, Dwights, and Wolseys; he was a descendant of Stephen Hart, who, with Hooker, was one of the original proprietors of Cambridge and founders of Connecticut colony. Stephen Hart was doubtless one of the founders of the city of Hartford, it deriving its name from him.

Mrs. Phelps in early life was a pupil of her sister, Mrs. Emma Willard, with whom she was for many years associated.

In a school at New Britain, Connecticut, she introduced some new methods of her own, especially giving advanced scholars instruction of the younger classes, thus laying the foundation of the present Normal School system. At Sandy Hill, New York, as Principal of the Academy, she put into practice her advanced views of teaching, adopting the improved system of teaching geography, which was afterwards published in Woodbridge's and Willard's Geography.

In 1817, she married Simeon Lincoln, the editor and proprietor of the "Connecticut Mirror," a gentleman of culture and influence. He died in 1823, when, on invitation of Mrs. Willard, she became associated in the direction of her seminary in Troy. Here she remained, with her two daughters, for eight years, during which time she pursued the studies of Latin and French; begun Greek and Spanish; and devoted much time to the

prosecution of the Natural Sciences. At this period she prepared her "Lincoln's Botany." It was then that she was being qualified for the invaluable service which she has rendered in her writings on science and religion, showing the *conciliation* of the two; and defending the cause of revealed religion, where especially defence was needed, in the family and school, the domains in which the popular skepticism of the day sought to make inroads.

In 1831, she married Hon. John Phelps of Vermont, a lawyer and statesman of high standing. In his home he encouraged her to pursue her studies and publish her works, fully appreciating her exceptional abilities and the vast amount of good which she would accomplish. It is estimated that 1,000,000 copies of her "Botany" have been sold.

Almira Lincoln Phelps

During their residence at Brattleboro, an urgent proposition was made to Mrs. Phelps to take charge of a seminary at Westchester, Pennsylvania. Judge Phelps, not sympathizing with the growing fanaticism of his State on political questions, and desiring to remove south, consented to the arrangement.

The parties having control of the academy not conforming to their obligations Mrs. Phelps sundered her relations with it, and soon after received from Bishop Whittingham of Maryland a request to take charge of the Patapsco Institute, near Ellicott City.

In 1841, she assumed charge; the Institute being a diocesan school under the control of a Board of Trustees, who, recognizing Mrs. Phelps' superior attainments and wisdom, gave her unlimited range in the adoption of studies and methods. And here she accom-

plished the great work of her life as an educator, and attained a reputation acquired by no other female teacher and author in America, save her accomplished and learned sister, Mrs. Willard. The Institute, which had failed to obtain a national reputation, soon became known everywhere and received students from a large number of States.

In 1849, Judge Phelps died, and Mrs. Phelps continued the enterprise successfully until 1856, when she retired with her children to take her well earned rest, and enjoy domestic comfort, literary work and recreation.

She has performed a prodigious amount of literary and scientific labor for one so engaged in the school and family. Her principal published works, some of which became standard school books, are Botany for Beginners, Geology for Beginners, Chemistry for Beginners, Natural Philosophy for Beginners, Familiar Lectures on Botany, Lectures on Natural Philosophy, Lectures on Chemistry, Dictionary of Chemistry, Female Student or Fireside Friend, Caroline Westerly, Ida Norman, Hours with My Pupils, Christian Households.

She edited "Our Country, its Relations to the Past, Present and Future," for the benefit of the Christian and Sanitary Commissions; was a contributor to the Church Monthly and other prominent journals. Her last published work is "Essays on Art, Literature and Science."

Upon the nomination of President Edward Hitchcock of Amherst College, she was the second lady elected a member of the "American Association for the Advancement of Science." Mrs. Emma Willard was elected subsequently to her.

In 1874, an able paper of hers was read before the Association, on the "Infidel Tendencies of Modern Science."

With all her mental power and literary attainments, Mrs. Phelps has ever retained and manifested the gentle, refined instincts and sentiments of woman, and has been an unsparing foe to the so-called "Woman's Rights" theory. She has ably, nobly and beautifully upheld and advocated the divinely constituted relations of life.

Her son, the Hon. Charles E. Phelps, a prominent member of the Baltimore Bar, of the firm of Phelps & Findlay, has served two terms in Congress, as Representative of the third congressional district, succeeding Hon. Henry Winter Davis. He entered the Army as Lieutenant-Colonel and was promoted to Brigadier General for gallant conduct. He rendered his State and city signal service in Congress, especially as a member of the naval committee, in frustrating the attempt to remove the Naval School from Annapolis. See pages 381 and 388.

Mrs. Phelps, with her son and two daughters, now resides on Eutaw Place, at the venerable age of 85, retaining her faculties, deeply interested in the movements of the world, in the progress of science and literature, and the cause of Christianity.

Baltimoreans should be thankful to that Providence which brought so gifted a lady here, that they should be permitted to claim her useful life and work, as their possession.

It is gratifying that she still lives among us, passing a golden age, declining so gently amid so much that is peaceful and beautiful, the lengthening shadows of her life revealing that her western sky is clear, with no cloud to obscure the setting sun, whose radiance is the reflex of a brighter and better world beyond.

REV. EDWARD R. AMES, D.D., L.L.D.

BISHOP OF THE METHODIST EPISCOPAL CHURCH.

In a certain sense true greatness destroys the limitations of locality, and gives its life labors and fame to the whole world. There is, however, a justifiable pride felt and, expressed by those who enjoy the distinction of being the friends and neighbors of the men, who, by virtue of their acknowledged genius and power, shape human history and control the destiny of the race. In this sense Baltimore rejoices in possession of one of the most distinguished citizens of the United States, and the foremost man in the largest christian denomination on the continent, Rev. Edward R. Ames, Bishop of the Methodist Episcopal Church.

But little respect is supposed to be paid in this country to the accident of blood and the like, and yet there is a veneration for the names of Revolutionary heroes and an affection for their descendants which is not only pardonable but natural and commendable. Among the names on the muster rolls of the continental army is that of the Rev. Sylvanus Ames, chaplain, who, at the call of his country, in the hour of her peril left the quiet and retirement of his pastorate at Taunton, Massachusetts, and joined his fortunes with the patriot army of Washington, struggling for right and freedom. During the terrible winter of 1777-8, in the camp of "Valley Forge" this brave patriot, unable to endure the privations and sufferings to which he was exposed, sickened and died among the comrades he had cheered in the toil that won American freedom. This was the founder of the Ames family in this country and the grandfather of the Bishop.

At an early period the son of this sturdy patriot emigrated to what was then the "*far West*" and settled in Athens, Ohio, where on the 20th of May, 1806, the subject of this sketch was born. Springing from such a stock, it is not surprising that this child grew up an intense and devoted American, loving his country with a passionate earnestness, that bound him to her interests and destiny, and marked his career through the whole of his eventful life.

Leaving out of this account the story of his boyhood, we approach the most important period of his life. In the 21st year of his age while a student of the *Ohio University*, his attention was directed to the great question of religion as a matter of personal experience, and involving his relation to God and the world. After anxious and careful thought upon the subject, with earnest prayer and self consecration he professed "saving faith in Jesus Christ" and united with the Methodist Episcopal Church. Thus began the life of piety that has continued for more than half a century.

In 1828 and 1829 he was a professor in McKendree College at Lebanon, Illinois. During this period the duty of preaching the gospel was so deeply impressed upon his mind, that in 1830 he applied for license to preach and was received on trial in the Illinois Conference. On the division of this conference in 1832, he was assigned to the Indiana Conference and ordained a Deacon by Bishop Soule. In 1834 he was ordained Elder by Bishop Roberts.

From this period young Ames rose rapidly in his conference and in 1840, in the tenth year of his ministry he was elected a Delegate to the General Conference held in Baltimore. During this session he was elected by that body one of the Secretaries of the Missionary Society of the Methodist Episcopal Church. This was indeed a distinguished honor for so young a minister, to be entrusted with the dignities of an office which, while it was representative, involved the gravest responsibilities and imposed severe and almost incessant toil. The department assigned him embraced the entire Western Division,

including the German and Indian Work, and covered the territory from the Red River to Lake Superior. In his official work of four years he travelled more than twenty-five thousand miles, much of which was through wilderness which now blossoms as the rose. It was at this time while on a visit to the Choctaw Indians that they elected him chaplain to their council, thus giving him the honor of being the first chaplain ever elected by an Indian council. During this visit, at the solicitation of the proper authorities, he drew up the celebrated school law of that nation, which appropriates more money, per person, than Massachusetts itself.

It is impossible to estimate the importance of the work performed during these four years of frontier life; how far his wise counsels impressed themselves upon the development of that new country, how much the people are indebted to him for his tireless activity in helping to form society upon the model of virtue and truth.

Here began that wonderful acquaintance with the West, unsurpassed by any one, and which makes the Bishop an authority in matters of its history.

In 1844, he returned to his Conference and until 1852, filled the office of Presiding Elder on the New Albany, Indianapolis and Jeffersonville Districts. While traveling the latter district, he was elected a delegate to the General Conference of 1852, held in Boston. Here he was elected one of the Bishops of the Methodist Episcopal Church, then in the 46th year of his age and the 22d year of his ministry. He immediately entered on the duties of his high office and has been distinguished ever since by a fidelity and industry characteristic of a devoted servant of God.

This is not, perhaps, the place to describe the peculiarities of the Methodist Episcopacy, and yet it must be remembered that, it is unlike any other, at least, in the fact, that, it is essentially *Itinerant*. As such it has no territorial limitation. "The world is my parish" is literally true of every Bishop of the Methodist Church. The United States and Territories and Mexico, Part of Europe, China, Japan and Africa are reached by these tireless chief pastors in their work of superintending the vast interests of the Church, and yet the harmony of their administration over this wide field is nothing less than a marvel to men.

For twenty-six years Bishop Ames has traveled through the length and breadth of this country, discharging the duties of his office. He has held more Conferences, ordained and stationed more ministers than any other Bishop of his Church. Through it all he has enjoyed wonderfully good health, the result, in part, of a vigorous constitution and a virtuous life.

In 1862, he removed to Baltimore and at once identified himself with the interests of his new home. Since which time the Monumental City has had no warmer friend, or more sincere admirer. In one sense he belongs to the whole country, with whose development he has been identified since early life, and for whose advancement he has labored with unabated zeal. Still, in a local sense he belongs to us, living, or dead. His name is a household word, and to him is offered the love and veneration of all classes of the community, because of the manly and Christian virtues that adorn his life. Wise in council, strong in will, inflexible in the right, and untiring in toil, he is genial and companionable, tender and kind. Disliking tinsel, parade and show, he deals in the sturdy facts of life, and believes in *workers* rather than dreamers, in the strong rather than the fair; and yet nature holds him captive. Attracted by the beautiful, he carefully garners its lessons for illustration. Profoundly impressed by the grand and imposing, its inspiration points his thought and guides his utterance, while the daily life around him furnishes the key by which he unlocks human hearts, and makes him ever the welcome guest and teacher.

His is a green old age, and as the day advances to its close, its sunlight lingers like a summer eve on the mountains of the west; the promise of a brighter day on the coming morrow.

WILLIAM WIRT.

ATTORNEY GENERAL OF THE UNITED STATES—1817-'29.

Six miles from Washington, on the Baltimore and Ohio Railroad, the quiet little village of Bladensburg, Maryland, reposes in a valley which early became famous in the annals of our history. It was a post-town on the mail route to the national capital, and its quiet was disturbed only by the stage horns and rattling of the mail coaches, to and from Washington. It was the neutral ground, where "affairs of honor" were settled by that "code" which happily has grown into desuetude and dishonor. Here the British army, in 1814, met a brave division of the American forces, in dispute for the national capital. As if Providence would not let the ancient village sleep in entire forgetfulness, the Confederate forces in the late civil war took possession in their movement on Washington. In this village was born one of the most eminent and polished lawyers of America, William Wirt.

His father, Jacob Wirt, was from Switzerland; his mother, Henrietta, from Germany. They were humble people, whose principal source of living was a country tavern, and a few small lots in Bladensburg. William was born November 8th, 1772; two years after, his father died, and four years after his mother, and he was left to the care of his uncle, Jasper Wirt. In 1779, he sent him to school in Georgetown, D. C., and thence to Charles county, Maryland, where he spent three happy years in the school of Hatch Dent, an excellent teacher and pious christian, who gave direction to his budding intellect.

In 1788, he was transferred to the grammar school of Rev. James Hunt, a Presbyterian minister of high culture, in Montgomery county, Maryland, subsequently a pastor of the Second Presbyterian Church of Baltimore. Here he remained until 1787, the last two years an inmate of Mr. Hunt's family. Of this home, which bore the name of *Tusculum*, Mr. Wirt preserved happy memories to the close of his life. Mr. Hunt's influence doubtless strongly tended to develope his christian character, which nobly and beautifully displayed itself under severe trials and afflictions.

Mr. Hunt's library, of well chosen classical and miscellaneous works, was a rich storehouse from which he copiously drew in all departments, and filled his retentive mind with many gems that graced his speeches and orations. It was Mr. Hunt's custom to attend with his students the sessions of court at Montgomery court house, that they might become familiar with the practice of courts, and hear the pleadings of counsel. It was here that Mr. Wirt's passion for the law received birth and the embryo Attorney General gave first promise of his future greatness. It occurred to the dominie to try his boys at a moot court. He took his seat on the bench, put the boys into the vacant jury box, and proceeded with a trial. This was immensely enjoyed, and the boys determined to have a temple of justice in their school room. Wirt drew up the constitution and form of the court, which he presented with a modest letter of apology for imperfections. This was his first forensic effort. It established his reputation in the school, as completely as any subsequent achievement in the wider sphere of public effort.

Mr. Hunt's school was discontinued in 1787, when Wirt was fifteen years of age. His small patrimony was nearly exhausted; but Providence had secured to him a few valuable friends, whose sympathy for his orphaned state actuated them to provide the necessary means of prosecuting his studies. Among these we find some members of the bar; a few of the many noble examples of counsellors discovering and educating young talent and genius. Some of the brightest lights of the bar would have been lost to it, but for the fostering care of its own members. Their unwritten history, if disclosed, would reflect the highest honor upon the legal profession and disarm unfriendly and ignorant criticism, which is by far too common in this country.

Peter A. Carnes, of the bar of Maryland, largely maintained Wirt during his earlier school days. When Mr. Hunt discontinued his school, Ninian Edwards, a school mate, (in after years Governor and U. S. Senator of Illinois,) carried home the constitution and prefatory letter, of the "School Moot Court," which Wirt had written. His father, Benjamin Edwards, was so impressed with it that he made Wirt private tutor in his family, to his son Ninian and two nephews. Here, at Mt. Pleasant, the home of Mr. Edwards, he enjoyed every literary and social advantage; another providential step in his advance. Mr. Edwards had been a member of the Maryland Legislature, was a highly educated man and skillful debater, distinguished for his exalted character and pure patriotism, which attracted the friendship of many prominent men, among whom was Samuel Chase. Into such associations young Wirt was introduced. That he thoroughly appreciated his position in this family appears from his letters to Mr. Edwards. "You have taught me," he writes, "to love you as a parent. Well indeed may I do so, since to you, to the influence of your conversation, your precepts, your example in the most critical and decisive period of my life, I owe whatever of useful or good there may be in the bias of my mind and character. Continue then, I implore you, to think of me as a son, and teach your children to regard me as a brother; they shall find me one, indeed, if the wonder working dispensations of Providence should ever place them in want of a brother's arm, or mind or bosom." There is no investment comparable to that which may be placed in the mind and heart of a noble young man.

After a short trip to Georgia in 1789, for his health, he began the study of law at Montgomery court house, with William P. Hunt, the son of his former teacher, and subsequently studied five months with Thomas Swann, the father of Hon. Thomas Swann, in Leesburg, Virginia, and was admitted within the bar in 1792, when he removed to Culpeper C. H. His practice brought him into association with the leading men of this section of Virginia, and the great statesmen, Thomas Jefferson, Madison, Monroe, &c. Here he was introduced into the family of Dr. George Gilmer of Penn Park, an eminent physician, whose daughter Mildred, he married in 1795. Four happy years he lived with his wife at her father's mansion, when 1799 she died, leaving no children. This affliction changed all his plans for life. He removed to Richmond, and was elected clerk of the House of Delegates, which position he held for three sessions of the Legislature.

His distinction at the bar of Virginia directed prominent attention to him, and in 1800 he was associated in the defence of Callender, charged with libel, before Judge Samuel Chase under the sedition act. In 1802, he was appointed by the Legislature, Chancellor for Eastern District of Virginia.

While in Richmond he married Elizabeth, the daughter of Col. Robert Gamble. About this time he published in the "Richmond Argus" a series of papers, entitled "Letters of the British Spy," which produced marked sensation throughout the country. Published anonymously, they were attributed to various authors. One of the most brilliant passages in them is the episode of the "Blind Preacher," who was the Rev. James Waddell, a Presbyterian minister, pastor of Tinckling Spring Church, Augusta county, Virginia, whose daughter, Jannett, married Rev. Dr. Archibald Alexander, the distinguished theologian and founder of Princeton Theologian Seminary, from which union sprung a family of the most eminent scholars and preachers of the country. Rev. James Waddell Alexander, a predecessor of Rev. Dr. John Hall of New York; William C. Alexander, a learned lawyer and eloquent orator, first president of the Equitable Assurance Company, New York; Joseph Addison Alexander, professor in Princeton Theological Seminary, the most profound and varied scholar of his day; Rev. Samuel D. Alexander, D. D., the erudite pastor of the Phillips Presbyterian Church, New York city; Henry M. Alexander, prominent lawyer of New York, and Henry C. Alexander, D. D., the son of James W., and great-grandson of the blind preacher, professor of Biblical Interpretation in Union Theological Seminary, Prince Edward, Virginia.

Soon after his marriage Mr. Wirt removed to Norfolk, where he remained until 1806, when he returned to Richmond, and was engaged in the prosecution of Aaron Burr for treason, under Thomas Jefferson, President of the United States. The counsel on both sides were among the most powerful and eloquent in the land. Wirt's argument was the most impressive. There is not a more searching, terrific, magnificent speech, in the English language. The passage which describes Blennerhasset's Island home, in the Ohio river, near Marietta, and Burr's serpentine, satanic invasion of its peaceful paradise, is incomparably sublime and affecting.

In 1808, he served one session in the Legislature of Virginia. In 1815, was appointed United States District Attorney at Richmond by President Madison, and in this capacity

first met his formidable opponent, William Pinkney, in Washington, whither he went to argue a case before the Supreme Court. In 1817, he completed his Life of Patrick Henry. On the 29th of that year, President Monroe offered him the portfolio of Attorney General of the United States, which he accepted, in the place of Mr. Rush, appointed Minister to England. This position he retained through three presidential terms, resigning it at the close of John Quincy Adams' administration.

He became first acquainted at the Baltimore bar in May, 1818, in connection with the prosecution of the robbers of the United States mail and murderers of the stage driver, between Baltimore and Philadelphia. This trial furnished occasion for an interpretation

of the rule disqualifying a non-resident counsel from practicing at the bar, whereby Wirt was admitted. He was enrolled on the ground that as the United States had a right to appear as a suitor in court, the Attorney General had the right to be admitted. After this he frequently, with Pinkney, Harper, and other giants, measured his strength. The death of Pinkney in 1822, and Harper in 1825, left him without a peer at the bar.

In 1826, the University of Virginia paid him a high compliment by electing him Professor of Law, and creating the office of President specially for him as an inducement to accept. This honor he declined.

On the 19th of October he delivered the eulogy on Presidents Jefferson and Adams, both of whom died on July 4th, at the close of the first half century of American Independence.

In 1827, he was engaged in the celebrated church case of Rev. John M. Duncan of this city, and the Associated Reformed Church of which he was pastor. Mr. Duncan, one of the most eloquent and popular divines of the Presbyterian church, for views of doctrines and church government, deemed by his Presbytery opposed to the standards of the church, incurred its censure; this led to a serious division of the congregation, the majority holding with the pastor, and assuming independence of the Presbytery. The minority sought by a mandamus suit, to obtain possession of the property situated on Fayette street, between Charles and Liberty. Roger B. Taney appeared for the minority, Mr. Wirt for the majority. The case excited intense interest, and the court room was crowded with the first gentlemen and ladies of the city, and a cause naturally uninteresting on account of its abstruse and technical points, Mr. Wirt made of thrilling interest. He gained his cause, in which he displayed his happiest moods, closing with a fitting quotation from Shakespere which elicited rapturous applause:

> "Besides, this Duncan
> Hath borne his faculties so meek, hath been
> So clear in his great office, that his virtues
> Will plead like angels, trumpet tongued, against
> The deep damnation of his tak ng off."

Mr. Duncan remained with his church until his death; since then it has had a perilous history, and became greatly reduced, until the Rev. John Leyburn, D. D., the present pastor was called in 1866; and under his ministry, it has grown into a flourishing organization, with one of the largest and most important congregations in the city.

In 1829, Mr. Wirt removed his family to Baltimore, and made it his permanent home. From this time we claim him as our peculiar possession.

In 1830, he was employed in two causes which agitated the public mind. The impeachment of Judge Peck of the United States District Court for Missouri, by the House of Representatives; and the great Cherokee case in the Supreme Court of the United States.

Mr. Wirt was Judge Peck's counsel, and associated with him his friend, Jonathan Meredith, regarded as the Nestor of the Baltimore bar, whom he met for the first time in 1817, when a strong mutual attachment was formed, which only death severed. He became Mr. Wirt's preferred associate in his most important causes. In this of Judge Peck, Mr. Meredith displayed masterly ability, that gave him a national reputation. His practice in the United States Supreme Court, the Court of Appeals of Maryland, the State and Federal Courts of Baltimore, was very extensive, including some of the most weighty causes. He was a great commercial lawyer, and was the counsel of the Baltimore branch of the Bank of the United States until its expiration. He was one of the latest and best examples of the old school of lawyers.

In the Cherokee case, Mr. Wirt was counsel for the Indians, and the decision was against him, the government deciding to remove them.

The great mistake of Mr. Wirt's life was his acceptance of the nomination for the Presidency of the United States, by the anti-masonic convention, held in this city in 1831.

His better judgment was suppressed, and he allowed himself to be influenced by an anomalous, and overestimated issue. General Jackson was of course elected by a large popular majority over both of his competitors, William Wirt and Henry Clay.

His health at this time showed signs of failing, and wearied with his heavy labors and domestic afflictions, he was siezed with his last illness while attending the sessions of the Supreme Court in Washington, February, 1884. His consciousness revived shortly before he expired, to enable him to take leave of his family, and give expression to the triumph of his christian faith. In the prayer of the minister, so far as it related to his family, he feelingly joined, but to the petition for his recovery, he replied, *no, no.* He died on the eighteenth of February, 1884, and was buried with distinguished honors, in the Congressional Cemetery.

This necessarily limited survey gives a faint conception of the life of William Wirt. There is scarcely a phase of his life which does not shine forth with manly splendor, and exemplify the nobility of the christian gentleman.

Tracing his career from boyhood, we see the guiding hand of Providence advancing him toward his brilliant destiny, as an American lawyer and citizen. No man was more visibly prepared for his work. Both in preparation for his vocation, and the formation of character, all the associations of his youth and early manhood were eminently fitted. He was one of the most complete men this nation has ever produced. Thus Daniel Webster addressed the members of the Supreme Court on the occasion of his death: " * * One of the oldest, one of the ablest, one of the most distinguished members of the bar, has departed this mortal life. William Wirt is no more. He has this day closed a professional career among the largest and most brilliant which the distinguished members of the profession in the United States have at any time accomplished." That which gave the greatest charm to his life was his beautiful devotion to his family, and that which gave its greatest power was his religious character. The two realms of his *domestic* and *christian* life, constituted the basis on which the beauty and strength of his great being arose.

To his wife he thus wrote, after the loss of their daughter Agnes, a stroke unexpected and overwhelming, the sad news reaching him during the trial of Judge Peck, at Washton: "My sweet angel visits me, by faith, many times in the course of the day and night. I want only my Savior's assurance of pardon and acceptance, to be at peace. I wish to find no rest short of rest in Him. Dearest heart, let us both look up to heaven, where our angel is, and from which she is still permitted to observe us with interest: up to that heaven where our Savior dwells, and from which He is shewing us the attractive face of our blessed and happy child, and bidding us prepare and come to her, since she can no more *visibly* come to us. * * * * * I would keep company only with my Savior and His holy Book. I dread the world—the strife, contention and emulation of the bar—yet I *will* do my duty, this is a part of my religion."

To his friend and patron, Benjamin Edwards, he wrote: "No, my dear friend, I shall certainly never become famous by burning a temple, or despising the religion of Christ." He devoted a portion of every day to the reading of the Bible; pursued the study of systematic theology; cultivated in private and in the family the habit of prayer. Took great interest in the Church, Sabbath School and religious organizations. Was, at the time of his death, President of the Maryland Bible Society, and member of the First Presbyterian Church.

TRUTH he set before him in every undertaking as the great attainment. It was his pole-star, and towards that he steered his own soul and his family bark, in which the God of truth had put him in charge. With Christ's Gospel as his chart and His cross the compass, he arrived safely there.

[For much of the information in this sketch we are indebted to the "Memoirs of William Wirt," by the late Hon. John P. Kennedy, our distinguished writer and statesman.]

REV. JOHN LEYBURN, D. D.

The reciprocal relations between the city and church are such, that any view of the former, which does not include the latter, is defective. The church is one of the integral parts of a city's life, comprising the elements that *chiefly* conduct its material forces. A wise ministry recognizes this fact, and increases its efficiency by adapting its course according to it.

The Rev. John Leyburn, D. D., pastor of the Associate Reformed Church of this city, while he magnifies the gospel ministry in its peculiar sphere, thoroughly appreciates its relations to the active, toiling, struggling, tossing world of trade and industry. He knows all the points of contact, all the action and reaction, the influences which go from the church to the world, and vice versa, and understands how to employ them to the highest advantage of both. Hence his influence pervades to an unusual degree, the whole city, not confined to its ecclesiastical circles and affiairs, but finding its way among business places and persons. His extensive intercourse with practical business men, has given him a clear insight to their experience, and is that which largely makes his discourses so responsive to the public mind and heart.

Dr. Leyburn's ancestors were English, and members of the established church. They went over to Ireland with a colony of English, during the reign of Queen Elizabeth, and from there, his grandfather emigrated to the United States. He had two sons left to his sole care, by the death of their mother, soon after he arrived. One of these sons, the father of Dr. Leyburn, became a clerk in a large mercantile house in this city, and made several voyages to foreign ports as supercargo. He attended the ministry of Dr. Glendy, pastor of the second Presbyterian church, a Scotch-Irish divine of intense and powerful eloquence, whose preaching undoubtedly exerted a permanent influence upon him; for we find him some years afterwards, residing in Lexington, Virginia, an active ruling elder in the Presbyterian church.

Here Dr. Leyburn was born, and spent his youth in the midst of the scenery and associations of this section of Virginia, which are seldom equalled.

He entered Washington College, now Washington and Lee University, and from there went to Princeton, where he graduated with honor. With characteristic decision he resolved to devote himself to the ministry, and pursued his theological course in Union Seminary, Virginia, and Columbia, South Carolina.

He was licensed by the Presbytery of Lexington, Virginia, and received his first call to Gainesville, Alabama. The little band of Presbyterians here, being without a church building, he began his services in a vacant store-room, and after a few years of labor, left them with a handsome edifice and flourishing congregation, to accept the call of Tabb Street Presbyterian church, Petersburg, Virginia, one of the most important churches in the State, which has always enjoyed the services of distinguished ministers, among whom were Rev. Drs. W. S. Plumer, William Hoge and A. W. Miller.

His success here was eminent, and its present edifice, the then handsomest Presbyterian church in Virginia, was erected during his pastorate, designed by Walter, the architect of Girard College and the United States Capitol Extension. So far as his relations to his people were concerned, he would have remained permanently located; their devotion to him and his success, rendered his vocation among them, perfectly satisfactory. He however regarded himself and ministry as belonging to the Presbyterian church to which he consecrated his life; and when her highest court, the General Assembly, elected him Secretary of the Board of Publication, he obeyed her voice thus authoritatively uttered, and removed to Philadelphia, and assumed charge of this important branch of her work. In this position he had official and social intercourse with the leading minds of the church. Having charge of the Publication interests, the religious and Sabbath School literature of the

world came under his review. Considering the character of the Presbyterian church, its agency in the sacred literature of the world, its relation to and influence upon the educational and literary growth of this country, his position was one that required extensive and varied culture, with sound critical sense and judgment. He was, as Secretary of the Board, extensively connected with the press, and formed an association with Rev. William Engles, D. D., in the publication of the Philadelphia "Presbyterian," to which, as editor, he added vigor and reputation. Improvement in its financial condition and literary character was very marked after he assumed editorial charge.

John Leyburn,

In 1860, he made an extensive tour in the old world, extending it to Syria and Palestine, during which he regularly corresponded with the "Presbyterian"; his letters attracting great attention from their information and sprightliness, causing a considerable increase of its circulation.

He had a number of interesting adventures abroad, the most exciting of which occurred at the Jordan. A lot of Bedouin Arabs, from the mountains of Moab, swept down upon his party, while bathing in the river, capturing and robbing them of their baggage and clothing. The account was published in Europe and the United States.

He returned in 1861, in the midst of our civil commotion. Constrained by conscientious conviction of duty, he determined to cast his lot with his native commonwealth, among his family and friends, and left Philadelphia with great regret and large personal sacrifice.

Soon after his arrival, the General Assembly of the Southern Presbyterian church, elected him Secretary of Domestic Missions and afterwards of Publication. He became active in carrying on and adapting the work of the church to the trying conditions of the war.

At the conclusion of the war he went to New York, with no visible prospect, relying only on Him, into whose service his life was enlisted, and his faith was soon attested.

He was invited to supply for two Sabbaths the pulpit of his present charge. His discourses made a deep impression, and he was invited to prolong his visit, which resulted in extending him the "call." The congregations at the time had become greatly reduced on account of frequent pastoral changes, and questions involved in the civil commotion, and being an independent organization, had no ecclesiastical body on which to rely in its trials. The few who faithfully remained were, however, financially and socially, among the strongest and staunchest citizens, whose careful judgment pronounced in favor of the call. A marked change was manifest soon after he entered upon his duties; the congregations rapidly increased until they filled the house, and large numbers could not obtain sittings. The two congregations, morning and night, are almost entirely different; that at night being largely composed of young men in the professional and mercantile pursuits, to whom he specially adapts his Sunday night discourses. Most of these young men come from various sections of the country, especially from the south and west, who become active, controlling men in the business and social life of cities. To this, by far the most important element, Dr. Leyburn makes it his duty to preach, and mould for the highest purposes, in the perilous and momentous career on which they enter, upon their introduction to metropolitan life.

The growth and prosperity of the church were such, that the building adjoining the property was purchased and converted into spacious lecture and Sabbath School rooms, and pastor's study; and a large, flourishing mission is liberally maintained in South Baltimore.

It is only a little more than twelve years since Dr. Leyburn came to Baltimore to undertake the work, which is and had been for years, surrounded by more than ordinary difficulties, and unsupported by those ecclesiastical advantages which obtain in churches having presbyterial relations and co-operation; and in that short time he has gained an influence and reputation which extend throughout the entire city, and exerts a more potential influence than is usually acquired through a much longer pastorate, which extends throughout the country. He and the late professor Joseph Henry, of the Smithsonian Institute, were the only Trustees of Princeton College, south of Philadelphia.

His sermons are logical, evangelical, spiritual and pungent, rising often to fervid eloquence, always sustaining interest to the end. As a lecturer he is vivacious, entertaining and instructive, oftimes bristling with genuine humor.

His ecclesiastical relation is with the Presbytery of Maryland, in the General Assembly of the Presbyterian Church in the United States, but his church still holds its independent position, and his success is the more marked on this account; and perhaps by its retaining this position, he has served the cause of truth the more, for thereby he secures a large attendance of persons, who might not attach themselves to a strictly denominational organization. Dr. Leyburn has grasped the respect and affection of this community with a strength that is very exceptional in so short a time, which not often a ministry of half a century gives. The work he has done and is doing, is so very different from that of any other pastor in the city, even the most successful, that we cannot if we desired, compare him with any other. He seems to have been brought among us by a special providence, at a peculiar crisis of the city and this church, to accomplish a mission which could not have been wrought elsewhere, or in any other way. It is a work which will be permanent and expanding, extending through all the departments of the city, according to the promise of the Lord, when he said to his disciples, "I have chosen you and ordained you, that ye should go and bring forth fruit, and that your fruit should remain."

Dr. Leyburn's elder brother, Rev. George W. Leyburn, though not having attained equal prominence, was a noble christian minister, a ripe scholar, especially in the ancient and sacred languages. He was one of the first missionaries from this country to Greece, and died there after his return,—having been many years absent in Virginia, from that field, which was dear to his heart,—lamented by the whole church. His son the Rev. G. L. Leyburn who was with him at his death, has recently been settled pastor over the Presbyterian church in Lexington, Missouri. His other brother, Dr. Alfred Leyburn of Lexington, was for several terms a member of the Virginia Legislature, an elder in the Presbyterian Church, one of the founders of Virginia Military Institute, and was for years President of the Board of Directors of Washington and Lee University until his death, October 30th, 1878.

Saml Jones D.D.

Born in Baltimore 1805; *died in New Orleans April 22d*, 1874. *See pages* 464-466.

GEORGE P. THOMAS,

PRESIDENT OF THE MARYLAND LIFE INSURANCE COMPANY OF BALTIMORE.

It is not easy to acquire honorable distinction and mercantile success, in a metropolitan city. There are so many striving after both, some of whom always start in the race with superior advantages, that it is exceedingly difficult for the youth, fresh from the country, without experience, without money and influence, to carve his way through the thick hedges of commercial endeavor. When one rises to an acknowledged position of prominence, before he has reached the summit of human life, it must be due to superior business qualifications and integrity of character.

Colonel George P. Thomas was born in Frederick county, Maryland, in 1828. His father, George Thomas, was a highly respectable and successful farmer. The son remained on the farm until he was twenty years of age, when his father died, and he was thrown upon his own resources. With a common school education and industrious habits formed upon his father's farm, he left home determined to conquer in the contest of life. He first went to Winchester, Virginia, and entered the store of an elder brother. Not being satisfied with a subordinate position, and Winchester not affording scope for his enterprising spirit, he came to Baltimore in 1848, without letters of introduction, without influential friends in it, depending only on his own effort.

In 1849, he associated in the management of the Globe Inn, corner of Baltimore and Howard streets, with a former resident of Frederick county. In this he continued about a year and a half, when he engaged as clerk in a wholesale dry goods house, which was more congenial to his taste.

Though not yet having accumulated any funds, he made acquaintances in the commercial community, and demonstrated his business qualities, so that he began to seek opportunities for establishing himself in business.

In August, 1852, he formed a partnership in the wholesale wine and liquor trade. The business was successful for fourteen years, when in 1866 Mr. Thomas retired, to establish a house in the same branch, under his own name, at number 885 West Baltimore street, and in 1874 purchased the valuable warehouse of Drakely & Fenton, which he now occupies, southeast corner Baltimore and Paca streets, (see page 108).

Continued success always gives a man a prominent position in the mind of his community, and an influence which he may wield either for himself or general interests. In addition to his success, Colonel Thomas possesses such a genial spirit and courteous bearing towards all, that he became universally popular, and though by nature he is retiring, has been compelled by his fellow-citizens to occupy many public positions. In 1852, they elected him as an *independent* candidate to the City Council from the Fourteenth ward, over a popular competitor who had served several terms. His success was due not so much to the political issue of the canvass, as his personal popularity.

His importance in the Council was at once recognized by the President of the First Branch, the late John S. Brown, our worthy city librarian, who appointed him chairman of the committee on Internal Improvements.

As such he urged and secured the passage of the ordinance giving the city's endorsement of one million dollars, to the Pittsburgh and Connellsville Railroad Bonds, believing that this road would become greatly profitable to Baltimore, which has been abundantly verified since its completion. He perceived not only its importance as forming a short line to the West, but connecting Baltimore with Pittsburgh—the mining and manufacturing portion of Pennsylvania, developing a new trade. The enormous increase of our oil exportation alone, more than justifies the measure.

Governor E. Louis Lowe about this time appointed him one of his staff, with the rank of colonel, in recognition of his popularity as well as from personal regard for him.

In 1855, Colonel Thomas having removed to the Twelfth ward, he was elected to represent it in the City Council. He was equally useful and prominent in this Council. His business however largely increasing, demanded his close attention, he declined all further honors, though continuing to serve his city by taking part in many of its enterprises of public utility.

He was appointed by Mayor Banks in 1868 a member of the Water Board, which position he has held continuously to the present. In this Board, he has rendered his city invaluable service. Reference to our article on "The Permanent Water Supply," page 494, will give some idea of the nature and extent of the grand water arrangements of Baltimore, which in point of copiousness of supply, and facilities for domestic and manu-

Geo. P. Thomas

facturing purposes, place it above any other city. In these improvements Colonel Thomas was an intelligent mover; and our skillful engineer, Mr. Martin, has found him a liberal minded and earnest friend, ever ready to facilitate his immense work.

He was active in the movement constructing Druid Lake, which both supplies the city and constitutes a main feature in the beauty of the park.

In every position of municipal and public trust he has manifested all those qualities which constitute the wise legislator. He has an active spirit of enterprise, tempered by calm judgment that seldom makes a false step in the march of progress. This is the greatest desideratum in a municipal officer, and is rarely possessed by aspirants for public honors.

Colonel Thomas having observed the feeble and abortive efforts to provide against the contingencies of death and disaster, by organized associations, proposed to a few friends to

establish a mutual life-insurance company in Baltimore. The life insurance interest was then entirely in the hands of foreign companies. Colonel Thomas considered the fact, that though they afforded protection here to the extent of their policies, they drew from the city a much larger sum in premiums to support and swell the capital of other cities than they paid in losses among us. In the true spirit of home enterprise, he urged that a successful company in Baltimore would have its capital and earnings invested in home securities, which were known to be safe and profitable; its losses and premiums would both remain here, and every citizen would or ought to patronize and sustain it. Having secured the approbation of his friends, he began to organize a company. Not able to obtain a charter until the Legislature assembled, he secured one which had never been used. On this, subscriptions were obtained and the amount of stock authorized, mainly by his exertions; and then at a meeting of the subscribers, held July, 1865,

THE MARYLAND LIFE INSURANCE COMPANY OF BALTIMORE

Was organized by the election of a Board of nine Directors, including Colonel Thomas. At its first meeting he was chosen President, and has been unanimously re-elected annually. This is the first company of the kind successfully established in Baltimore. Under wise direction, with an efficient corps of officers, the business of the company has steadily grown, and it is now recognized at home and abroad as one of the soundest and best managed institutions in the country. During the depression since 1873, and while many companies have fallen, it has strengthened and enlarged its sphere of operations, extending to other cities and sections, north and west. Its risks have been so judiciously selected and placed, that it has experienced only the minimum of losses, and has always paid them *fully* and *promptly*. It has no risks in the infected sections of the Southern States, and has suffered no loss from the prevalence of the yellow fever.

The Company's assets are invested in Government securities, Maryland State, Baltimore, St. Louis and Louisville and Richmond city bonds and ground rents, all bearing interest, and a portion in cash on hand. Its success and condition appear in the statement, that sixty-seven per cent. of its assets are in these securities, having no investments subject to the contraction of values, which caused the failure of so many other companies.

The Company occupies its own building, a marble edifice on South street, one of the structures which introduced a new order of commercial architecture in Baltimore. The importance and usefulness of this Company to Baltimore attest the wisdom of its management, and its success is highly gratifying to its originator and president, and able Board.

He was one of the charter members of the Home Fire Insurance Company, chairman of the first meeting; solicited a large portion of its capital stock, and has been continuously a member of the Board since its organization. Is also a director of the Eutaw Savings Bank.

In 1876, Hon. F. C. Latrobe in his first mayoralty, without any notice or intimation, summoned Colonel Thomas to his office, and tendered him the position of City Collector, although there were three aspirants strongly advocated by their friends. He favored the appointment of either of these gentlemen above himself, and it was only upon the urgency of the Mayor and the advice of friends, he accepted.

During the two years of his administration, over $8,000,000 passed through his hands, to the credit of the city. In this responsible and delicate position, he commended himself by his courtesy and consideration to the officials, employees and all who had transactions in his office.

This rapid review of Colonel Thomas' business and public life, manifests plainly that he is one of our most valuable citizens. While successfully engaged in his commercial pursuits, he does not restrict his views to his own affairs, but seeks to advantage the general welfare, by an open-handed enterprise and liberality. He is yet in the prime of life, and strength of manhood, associated with many of our best, leading men, in developing and strengthening the resources of Baltimore.

FREDERICK W. BRUNE.

The news of the death of this gentleman cast a shadow of sorrow over the city of Baltimore, where he was universally loved and esteemed. There are some men who take possession of the public heart and hold it after they have gone, not by flashes of genius or brilliant services, but by kindness and the force of personal character, and by steady and persistent good conduct in all the situations and under all the trials of life. They are in sympathy with all that is useful and pure and good in the community in which they reside, and the community on its part cheerfully responds by extending to them respectful admiration and sincere affection. Such a man was Frederick W. Brune.

To the publisher of this work, he was for many years a faithful friend and valued legal adviser; and during the entire progress of the enterprise from its inception, his counsel gave strength and courage necessary to meet difficulties that appeared almost insurmountable.

One of the last acts of his life was to prepare the interesting sketch of his (Mr. Brune's) father, which is inserted on page 520 of this volume.

Mr. Brune was born in Baltimore on the 26th of January, 1813, and was named after his father. For several years he was a pupil of the celebrated "Round Hill School," at Northampton, Massachusetts, which was under the charge of Mr. Cogswell, afterwards the librarian of the "Astor Library," and George Bancroft, the historian. He was a faithful student, and the training and instruction which he there received had a powerful influence on his whole life. On leaving that school, he entered the junior class of Harvard University and graduated with honor in 1831. He then spent a year at the Law School of that University, where he had the benefit of the valuable instruction of Judge Story and Professor Ashmun. Returning to Baltimore, he completed his preliminary studies in the office of Judge Purviance, and was admitted to the bar in 1834. He spent the winter of 1836-7 in Berlin, when he attended the lectures of Von Savigny on the Pandects, and of Von Raumer on Staats Recht.

After the return of Mr. Brune from Europe in 1838, he formed a law partnership under the firm of Brown & Brune, with George William Brown who had been his schoolmate and afterwards his fellow-student in the law. Although the former leaders of the Baltimore bar, Luther Martin, Harper, Pinkney and Wirt had then passed away, its traditional reputation was well maintained by Taney and Johnson, and McMahon by his brilliant eloquence and vast learning, was rapidly rising to the eminence which he subsequently attained. With the last two, Mr. Brune became frequently associated as a valued junior in hard fought and important cases. The partnership continued until Mr. Brown was elected, in 1878, Chief Judge of the Supreme Bench of the city, and the close intimacy and friendship between the partners begun in boyhood, and connected by the marriage of Mr. Brown to a sister of Mr. Brune, was severed only by death. The firm gradually acquired a leading practice chiefly in commercial and maritime cases, and in the administration of important trusts.

The firm is continued by Stewart Brown, Arthur George Brown, (son of Judge Brown), and F. W. Brune, (son of the subject of our memoir).

A number of the prominent and promising members of the Maryland Bar and of the State Legislature and National Congress were educated to the bar in their office, among whom are Hon. William Pinkney Whyte, Governor John Lee Carroll, W. C. N. Carr, James A. Buchanan, Thomas Hill, H. Clay Dallam, Thomas W. Hall, Jr., Charles G. Kerr, Hon. E. H. Rollins, United States Senator from New Hampshire; James Alfred Pearce, Jr., Isador Rayner, E. Wyatt Blanchard, Duncan McKim, John Donnell Smith, Wm. C. Pennington, Louis C. Fischer, Jas. Fenner Lee, E. Calvin Williams, E. J. D. Cross, Albert M. Brown, Wm. Geo. Read, Fred. J. Brown, Chas. H. Wyatt, Prof. E. G. Daves, Rufus W. Applegarth, E. Henry Perkins, Jr., Harry E. Mann, Malcolm H. Johnston.

Mr. Brune was characterized by unwearied industry. He avoided no labor and spared no pains to make himself master of all the law and all the facts of his case. No details of evidence were too tedious for him, no mass of accounts too forbidding. His cheerfulness and courage did not forsake him in the midst of difficulties, and by the force of his persistency and will, he sometimes succeeded in rescuing his client from entanglements which seemed to be inextricable.

J. W. Brune

To those who could not pay, his services were given with unstinted generosity. He regarded the law as an honorable profession, necessary for the purpose of administering the laws and maintaining justice, and not to be pursued solely for the object of gain or personal ambition, and he never turned aside from it to engage in business or speculation of any kind.

His earnestness and courage, his knowledge of his subject and the strength of his convictions made him at all times a forcible and sometimes an eloquent advocate, effective both with Court and jury. His personal character was such that he was always heard with attention and respect.

He acted as trustee for many estates and never failed to make friends of those whose property was committed to his care. His firm was counsel of the Merchants' Bank from

its origin; of the Canton Company; the Farmers' and Planters' Bank; and of the Central Savings Bank, of which he was also a director.

For many years he was a manager and the law adviser of the House of Refuge, and he never refused to give his time and labor in the administration of public charities. In connection with Mr. William H. Norris and his partner, Mr. Brown, he prepared the first Digest of the Maryland Reports.

He was a sincere Christian and a firm believer in the tenets of the Protestant Episcopal Church, in which he was brought up, but while on this subject, as well as on all subjects on which he had reflected, his convictions were strong, he cultivated tolerance towards those whose opinions differed from his own. For many years he was chosen by the Diocesan Convention a member of the General Convention of the Church, and there as elsewhere his voice and influence were always exerted in behalf of those measures which make for peace and christian harmony.

He was liberal, charitable, remarkably unselfish, and kind to all. His character was a happy combination of strength and gentleness. Modest and retiring, he never sought for prominent positions, and took no active part in politics.

In 1853, he was married to Emily S. Barton, daughter of Mr. Thomas B. Barton, of Fredericksburg, Virginia. His wife and four children survive him.

His death was very sudden. He had gone to Annapolis to argue an important case before the Circuit Court, involving the sale of the Annapolis and Elkridge Railroad. The weather was intensely warm, but being deeply interested in the case, he spoke with great earnestness as well as with great ability, until feeling that his strength had begun to fail, he asked permission of the Court to take a seat and proceed with his argument. The Court desired to adjourn, but he preferred to continue and attempted to do so from his chair, but in vain. He was carried from the court house to the home of his friend and colleague, Mr. Hagner, with whom he was staying, and the next day at his earnest request, was conveyed by steamboat to Baltimore, and thence to his residence at the edge of the city, where he died of pleuro-pneumonia on the 18th of July, 1878, within forty hours after he was taken ill. A short time before his death, he had expressed to a friend the wish that he might die in harness. That wish was gratified. At the age of 65, in the maturity of his powers, and in the full enjoyment of life, environed by love, honor and universal respect, the great summons came, and the earnest voice which was then eloquently pleading, was silent forever.

JUDGE JOHN PURVIANCE.

The name of Purviance is peculiarly identified with Baltimore. We meet it very early in its history and find it always associated with its highest progress in civil and religious matters.

In 1768, Samuel Purviance, a gentleman of Donegal, Ireland, removed from Pennsylvania to Baltimore-town. His father, the great-grandfather of Judge John Purviance, was a Huguenot, driven from France at the Revocation of the Edict of Nantz, 1685, and emigrated to Ireland with his family. He soon became one of Baltimore's prominent business men, and took an active part in all public interests. He had two sons, Samuel and Robert, both of whom like their father became conspicuous citizens. Samuel was chairman of the Baltimore committee of correspondence of the Maryland colony, to confer and co-operate with the colonies, for concert of action, during the Revolutionary war. He was one of the trustees of the county almshouse, who erected the buildings on the square bounded by Eutaw, Garden, Biddle and Madison streets, then outside the city. Robert was an eminent merchant, and

after the adoption of the Federal Constitution in 1789, was appointed the first naval officer of the port of Baltimore by General Washington. In 1768, we find his name among the Presbyterian gentlemen who leased two lots on Fayette and Gay streets, on which they erected a log meeting house. Afterwards they built the church on Fayette and North streets, (see page 46,) the site of the present United States court house. In 1804 the church was regularly organized, with Robert Purviance as one of the ruling elders.

In the winter of 1779-80, when a detachment of Washington's army was ordered south, under the command of General Lafayette, the Government had to look to the merchants of Baltimore for supplies and money, and General Pickering, the quartermaster general, and Charles Stewart, commissary general, addressed a letter to Samuel Purviance, Jr., advising him of the movement, in these words: "We shall make no further apology at present for giving you this trouble, as we are assured of your readiness to do essential service to your country on every occasion." General Lafayette came with his forces to Baltimore, received his supplies, and as there was little money in the treasury, the merchants furnished all they needed, of whom Samuel and Robert Purviance were the largest contributors; and Governor Thomas Sim Lee, of the State, wrote to Robert and others a letter of thanks.

Their patriotic spirit was manifested on all occasions, generally leading in every movement for the defence and relief of their State and country. They headed the list of Baltimore merchants with a subscription of £10,000, to purchase salt and prevent it from getting into the hands of monopolists and speculators, who would impose on the people and Government.

The Hon. John Purviance, judge of the sixth judicial district of Maryland, was the third son of Robert Purviance, and was born in Baltimore. He graduated at Dickinson College, Pennsylvania, and studied law with Robert Smith of this city, who was Secretary of the Navy eight years under Thomas Jefferson's administrations, and Secretary of State during a part of James Madison's. He was admitted to the bar in 1793, and rapidly rose to prominence, although it was when Pinkney, Martin, Harper and Wirt and other distinguished attorneys were in their glory; and he was engaged with and against them in many important cases. His ability and learning were recognized by the Government as well as the bar, and he became a leading counsel in nearly all the prize cases in the federal courts of Baltimore. On account of his skill in the practice of marine law, the various marine insurance companies retained him as their regular counsel.

As a commercial lawyer he had no superior. His knowledge embraced all the codes and practice of European countries, and he was familiar with all the authorities and decisions in continental jurisprudence. His admiralty practice was very large and lucrative. His library was one of the most valuable and extensive in the country, comprising the best and most required works issued up to his time. So by reason of his learning and the unusual facilities of his office, he was eagerly sought as a law instructor, and young men studied under him, who have adorned their profession, among whom were Judges William Fell Giles and George William Brown; David Stewart, United States Senator; F W. Brune, William McKim (banker), and David S. Wilson, senior of William Wilson & Sons.

Baltimore probably never had a member of its bar who more fully exemplified the model lawyer. His native sense of honor, cultivated under the purest Christian training, manifested itself in all his professional relations. He made no distinction between an individual and professional conscience; would never regard himself at liberty to do anything as counsel which his conscience would condemn as an individual. Nor would he undertake a cause which had no claim to right or mercy. For his high reverence for justice, and unswerving fidelity to truth, he received the title of "the honest lawyer." He did not pursue his profession entirely for the sake of gain. With him it was rather a vocation in which to fulfil the mission of life. His charges were always moderate,

and oftentimes his services were given gratuitously to those who had little or nothing to pay.

So deeply attached to him were the members of the bar, that in 1838, when Judge Kell resigned the bench of the sixth judicial district of the State, a meeting of the bar was called and he was unanimously recommended to the Governor for the position, and on May 7th, 1838, was appointed Associate Justice of that district. This position he occupied for eighteen years with distinguished ability, and great acceptability to the public. He retired in 1851, when the judges were elected by the people under the new Constitution, preferring the quiet of his family, friendly associations, and the peaceful retirement of his library, to the necessary contests of the political arena.

In social and church circles he was an honored man. His influence was felt throughout the city, carrying the weight of purity and culture. His life was so blameless, his word so true, his benevolence of heart so free and undiscriminating, that he was universally reverenced and loved by all who knew him.

He was identified during his life with the First Presbyterian Church; one of its standing committee, and most efficient members. He raised his family in that church, and consecrated one of his sons, George D. Purviance, to the ministry, who was pastor of the Fourth Presbyterian Church of this city until ill health compelled him to yield an active pastorate. His son, Robert Purviance, Jr., became a successful and prominent lawyer of this city.

Judge Purviance has left an abiding influence on this city and especially on the bar. At the mention of his name there arises in the mind's eye a noble example of the honest lawyer and pure citizen. In the character and career of many whom he educated and influenced, we have perpetuated those traits which distinguished him. He died September, 1854, in his eighty-first year. Only one of his children survives him, Miss Margaret S. Purviance, of whom we are not permitted to write, but whose presence is a balm to sorrowing and suffering humanity, and over whose memory the gratitude of the fatherless and widow will dwell, when she is receiving the richer benediction of Him who said, "Inasmuch as ye have done it unto one of the least of these ye have done it unto me."

The memory of such a man as Judge Purviance is a treasure to a city, which should be carefully kept, that all true men may have the inspiration of such a life as his, and hopefully strive to attain to his degree of manly character and manifest usefulness.

GEORGE WILLIAM CHILDS,

OF THE PUBLIC LEDGER, PHILADELPHIA.

Baltimore has contributed a large share of the elements and forces which have exerted controlling influences in other sections of the country. Many of her sons are occupying positions in other cities and states, where they are materially aiding in their progress. They are found in the halls of state and national legislation, at the bar, in mercantile and industrial pursuits, in financial affairs, in the press and pulpit. Among these, none have become more distinguished than George W. Childs.

He was born in this city, May 12th, 1829, and early evinced those traits of character which have rendered him conspicuous.

Under the influence of our social and intellectual life, his own was shaped and directed into that channel which has conducted him upon his wide and useful career. Though he is specially identified with Philadelphia—to whose honor be it said, her people appreciate his worth and works—he is a Baltimorean, and our gift to our sister city; and we must

be allowed to indulge a claim upon him, as the offspring of our soil, and share somewhat in the rich results of his manhood.

Tracing the career of men, we discover certain predominant, controlling, persistent principles of their nature, which are its determining forces. They appear at first as germ-

Very truly yours
Geo. W. Childs

inal elements, expanding at every stage of life, reaching their full development only at its close. So soon as these elements become distinguishable, they appear specific, and they find their way up throughout nature, rendering their fruit in character and work.

Viewing Mr. Childs now, at the meridian of his course, we know that such a life and accomplishments of labor and beneficence, could only be the product of princi-

ples, pure in possession and true in exercise; of industry unflagging, and benevolence unremitting.

Two traits apparently opposite, united in him in consistent action; a keen faculty for acquisition and unbounded generosity. These have been the dominant forces of his nature. He has acquired money with an ease and rapidity seldom equalled; he has bestowed it with a liberality never surpassed. Yet nature had not framed a contradiction in him. His heart was keenly sensitive, his sympathies rich, poetic and kind; but his youth saw only struggle and anxiety in his home, and he learned the lesson of thrift, industry and perseverance.

His brain was as clear and inventive, as his heart was large and sympathetic. Thus endowed in mind and heart, this struggling lad began life with the determination to master every difficulty, and win fortune and fame. He early practiced the lesson of self-dependence, and during his school vacations hired himself as an errand boy in a book-store. This was the first step in his providential preparation for the publishing and printing business in which he has acquired his fortune. At 13 years of age, he entered the U. S. Navy, under the apprentice system; after fifteen months of service, he went to Philadelphia. Here the boy of 14, without friends, without money, stood on the threshold of his destiny, between which and himself there was an impenetrable veil. Yet over him was the all-seeing eye of that Povidence, which had led him thus far, and which was pledged by His own promises to guide him through. With brave heart he sought and found a place in a book store. Here his business qualities rapidly developed, and in two years when only 16, he was entrusted with buying at the Trade Sales in New York and Boston. In four years he had saved a small sum of money, with which he rented a part of the old Ledger Building, and established himself in business, being then only eighteen years of age. He did what was better, he established himself in the confidence and respect of the business community, and laid the foundations of his life upon the immovable rock of truth and rectitude.

Domiciled under the over-shadowing roof of the Ledger, he gave himself with untiring energy to his business, shaping his course with reference to his early formed purpose of becoming its proprietor. At 16, he said to himself, "I will own all this some day." This was not the mere "day dream" of an ardent lad, but the settled purpose of an indomitable spirit, for he said to Dr. R. Shelton Mackenzie, "I will, if I live, become the owner of the Public Ledger," nine years before his purpose was executed. Such expressions with most boys would have been audacious braggadocia, but young Childs had given in his unvarying success, an earnest of his ability to carry out any purpose which he might frame.

Before he was twenty-one, the Publishing House of Childs & Peterson was constituted, which under Mr. Childs' management, published a line of successful books, some of which obtained an immense circulation. Among them we mention "Familiar Science," "Dr. Kane's Arctic Exploration," "Bouvier's Law Dictionary," "Sharswood's Blackstone," "Fletcher's Brazil," "Lossing's Illustrated History of the Civil War," "Allibone's Dictionary of English and American Authors."

Providence seemed to be working in a line with his own purpose, for no other business could have so thoroughly prepared him for the grand enterprise of his life. The publishing business more than any other, educates the mind, sharpens the perceptions, enlarges the vision, strengthens the judgment, and puts one "en rapport" with public opinion and taste. In this department, and in immediate contact with the business of the Ledger, Mr. Childs was working up to the hour when it should pass into his hands. But we must not suppose that he was carried onward by an ever flowing tide, over a smooth sea. His triumph though brilliant, was not an easy one. His course had been attended with difficulties; his sea with storms; the tide had oft been against him; but men are made strong

by contention, and the most glorious results are reached through toil and tribulation. His brave heart and indomitable will broke through every difficulty, and put him on the mount of success.

"There have been," said he, "times in my business career, when everything looked discouraging, and many would have given up in despair, but I always worked the harder and never lost hope."

Firmly fixing his eye upon his desired object, he pressed forward with deathless determination; refraining from all operations foreign to his chosen pursuit; avoiding no labor which was required; shrinking from no hardship which was necessary; indulging in no extravagances or pleasures which enervate the mind or demoralize the character. Armed with such fortitude, and sustained by faith, he made sure advances; impressed every force within reach into his service; often turned defeat into victory, and in due time planted his standard on the citadel of his hope, *The Ledger Building. Of this to-day he is the sole proprietor.*

The "Ledger" originally started by Swain, Abell & Simmons as a *penny* paper in 1836, had fallen into a critical state. Advance in the cost of material and labor occasioned by the war, caused it to suffer heavy loss. The proprietors adhered too long to the penny system, and the Ledger seemed about to expire. The establishment was thus losing nearly $500 a day, or about $150,000 a year. Mr. Childs against the remonstrances of friends, purchased it for a sum little more than the annual loss. The purchase was completed December 5th, 1864. Of the Ledger under Mr. Childs' proprietorship and management, Rev. Dr. S. Ireneus Prime, in the New York Observer, November 1st, 1878, writes:

At Mr. Cyrus W. Field's country seat, when his friends were there to meet Dean Stanley, among the guests was Mr. George W. Childs, of Philadelphia. In the course of a very pleasant conversation with Mr. Childs, I learned some facts in regard to the great daily newspaper, the LEDGER, which he controls exclusively, as Mr. Bennett controls the *Herald* of this city. What I learned from Mr. Childs without interviewing him—for editors do not practice this art upon each other,—and more that I learned from other sources, will answer a question often asked, "Does it *pay* to publish a pure, wholesome daily newspaper for the million?"

In 1864 the PUBLIC LEDGER, a daily penny paper, rapidly losing money, was for sale, and Mr. Childs bought it.

He converted it at once. This is *the* point, and for this only is this letter written. Mr. Childs excluded from the paper all details of disgusting crime; all reports of such vice as may not be with propriety read aloud in the family; that poison the minds of young men; inflame the passions and corrupt the heart; all scandal and slang, and that whole class of news which constitute the staple of many daily papers. The same rule was applied to the advertising columns, and from them was excluded all that, in any shape or form, might be offensive to good morals. The friends of the new publisher predicted an early and total failure, and the more speedy because he doubled the price of the paper and increased the rates of advertising. But he was governed in his course by two considerations: first, he had his own strong convictions of what is right, and, secondly, as strong convictions of what would pay; and it has been well said that when one's views of duty coincide with his pecuniary interests, all the faculties work in perfect harmony. The effect of this sudden change was at first to sink the sinking concern still lower. A class of readers and advertisers fell off. A less conscientious and a less courageous man would have staggered in the path he had marked. Not so with Mr. Childs. He employed the best talent and paid fair wages for good work. He published six days in the week only, and on the seventh day he rested from his labors. His paper and his principles began to obtain recognition in the city. He made it a family journal. It gained the confidence of the best people, who became its daily readers, and *therefore* it was sought as the best medium of advertising.

Its prosperity dates from the first year of its life in the hands of Mr. Childs. In two years he was able to erect and enter the new LEDGER Building, the model printing house, unexcelled, if equalled, by any printing establishment in the world. Expending the income of his paper without stint on itself and those who make it, he has also spread his money with judicious liberality over the world.

The daily papers that approach or exceed the profits of the LEDGER publish on seven days in a week. One of the proprietors of one of these papers told me that every Sunday "the paper pays over and above all expenses the sum of $1000 clear profit," and he said the addition of $52,000 a year to the profits was too great an inducement to be resisted, "though" he added, "I am opposed to publishing on Sunday."

Mr. Childs might or might not make more money by breaking the law of God, the law of the state, and that obvious law of nature which makes a Sabbath, or rest-day, one of the elements of health and safety to individuals and nations. But he has consistently, from his youth, wrought his way up through the ranks to the topmost round of the business ladder, on the square, solid and eternal principle that industry and integrity are the elements of success, and that riches gained by ministering to human depravity are not worth having. To be useful is the highest of all human ambitions, and when one can make it pay, exceeding great is his reward.

Mr. Childs has verified in his experience the prophecy of the wisest of ancient monarchs, who said, "seest thou a man diligent in his business; he shall stand before kings." Mr. Childs is the acknowledged friend and guest of the most dignified men at home and abroad, and with singular modesty enjoys the distinction which he has won solely by means that would be esteemed honorable and virtuous if they had not also been crowned with the irresistible charm of a grand success.

And I do not know that a more wholesome lesson can be written for the encouragement of young America. Mr. Childs seeks no office, covets no man's wealth, pays his debts, gives to the poor in his own way, is generous in all the relations of public and private life, and enjoys the esteem and friendship of the best men in the world. That is a rounded life. He is not yet fifty years of age, and we may well trust that a career of brilliant usefulness and honor is before him in the line of journalism which he has chosen to illustrate and adorn.

IRENÆUS.

From the time of his purchase, Mr. Childs has been wholly identified with the Ledger; yet his position is different from that of any other editor and proprietor of a daily journal. He has persistently refused to make it a political journal, or to commit it to the views of any party or school, on political, moral or social questions. He has not aspired to be a presidential Warwick, though editor never had a more favorable opportunity. He had illustrious examples in Thurlow Weed with John Quincy Adams; Thomas Ritchie with James K. Polk; John W. Forney with James Buchanan, and Horace Greely with Abraham Lincoln. He would neither make nor unmake a presidential candidate, but only urge a just and equitable policy on all administrations, and on the people a patriotic support of the constituted authority, and an honest fulfilment of all obligations.

He never would accept political office from the government or people, though repeatedly solicited by both; believing that he could exert a more potent and valuable influence through the columns of his independent journal, untrammelled by party alliances.

The editorials of the LEDGER are designed to instruct and elevate the people, to conserve valuable principles; hence they are always upon practical questions—social, financial, industrial and moral. They are carefully prepared and judiciously expressed.

The arrangement of the paper, its comprehensive, concise, condensation of news, its classification of matter, both reading and advertisements, its mechanical execution, make it really the *model* daily journal of the United States.

We have not space for a description of the LEDGER Building; it is safe to assert that it is the most commodious, complete and conveniently arranged newspaper building in this country.

From the summit of his success, Mr. Childs appears the development of the boy whom we observed launching forth on the sea of life from this city; and furnishes a conspicuous example of the scriptural axiom, "whatsoever a man sows, that shall he also reap." Hon. Joseph J. Stewart of this city, an early and constant companion, at the LEDGER Banquet, said of him as a boy, "he was then what you find him *now*. His heart was always larger than his means. There was one thing he always despised, meanness; one character he

hated, a liar. * * * He wrote to me years ago when we were boys, that he meant to prove a man could be '*liberal* and successful at the same time.'"

Thus far we have considered Mr. Childs as the business man and his capacity for acquisition. We observed that he possessed a large heart, and all through his life, he has given utterance to its beneficient emotions, in noble and beautiful forms. Distinctive nobleness of manhood displays itself in actions which terminate on those outside our individual or domestic sphere. The desire to confer happiness rather than to appropriate it, is more akin to the beneficent Father of the universe, than any other, and received the beatitude of his Son, "it is more blessed to give than to receive." We know not of one, who seems to bestow more spontaneously than Mr. Childs. This he has evinced in all forms of human consideration; whether towards objects of pure benevolence, or his employees, or to guests of his country and home.

This disposition is generic in him, and manifested itself in his boyhood, richly developed throughout his public and private life. An early instance of this, unpublished, occurred in Philadelphia. A young friend from Baltimore became reduced and sick, and had no means wherewith to return home. Mr. Childs paid his expenses, clothed him, and sent him home; to do this required a whole month's wages, which he voluntarily and cheerfully gave.

Towards the hundreds in his employment, he has dispensed unbounded and permanent benevolence. The LEDGER Building itself, is constructed with reference to the comfort and health of the employees, furnished with commodious apartments, bath-rooms, ice-water fountains, toilet-rooms, and all other conveniences. He makes it a habit to compensate liberally, faithful service; provides Life Insurance Policies on the lives of his workmen, that their families may have provision at their death. He has also furnished them with a handsome cemetery for the repose of their dead. He has left nothing undone which could add to their comfort in life, or defence in death.

His generous nature not only responds to calls of necessity and mercy, but *devises* methods by which to tender happiness; original methods; by these his name has become embalmed in the hearts of thousands at home and abroad. We cannot begin to recount his deeds; let a few suffice as illustrations.

Annually he gives an excursion and feast to his employees and their families, and every Christmas distributes several thousand dollars in presents among them. On each 4th of July provides a grand dinner for the newsboys of Philadelphia. At the Centennial, paid for admission and dinners of two thousand children, and hundreds of poor women, among whom were the children of the Deaf and Dumb Asylum, Church Home and other public institutions of Philadelphia. The tenderness of his sympathy was manifested in his request that the boys of the House of Refuge, might not be required to appear in their uniforms, having at his own expense furnished other suits for the occassion.

Out of regard for public comfort he had two artistic marble fountains placed in front of the Ledger building, always provided with *ice water* during the summer.

Baltimore has frequently been the recipient of his bounty. He gave $1000 to the sufferers from the flood in 1868. Has given to a number of our charitable institutions; bore half the expense of the Edgar A. Poe monument, and was the largest contributor to the monument of our late highly esteemed and public spirited citizen, Wm. Prescott Smith, long prominently connected with the Baltimore and Ohio Railroad Company. He also gave large sums in aid of the yellow fever sufferers in the South.

When General George Mead died, Mr. Childs proposed raising $100,000 for his family; beginning the effort with a princely subscription, soon secured the whole.—The John Welsh centennial memorial fund of $50,000 was raised mainly by his aid and exertions.

At the dedication of the Printers' Cemetery, his gift to the Philadelphia Typographical Society, Chief Justice Lewis of Pennsylvania said, "Mr. Childs has planted himself in the human heart, and he will have his habitation there while man shall live upon the earth. He has laid the foundation of his monument upon universal benevolence. Its superstructure is composed of good and noble deeds."

He is erecting a Library and Museum at Long Branch to be completed July 4th, 1879, which, while it will supply a great want there, will be a monument to his taste and benevolence.

This is near "Sea Cliff," his elegant summer residence and Sea Side Resort, which constitutes one of the chief attractions of this celebrated Watering Place.

In these and a multitude of ways, he has given free exercise to his benevolent disposition. There are other directions in which he has not only practised generosity, but designed and accomplished the noblest purposes of the true patriot.

Mr. Childs is a noble patriot, not only seeking his country's welfare through his journal, but employing all the means he has at command, his princely mansion, his hospitable entertainments, to promote her honor among the nations, and fraternal peace among her own people.

So soon as the late war ended, he gave himself to the work of pacification. One of his first acts was to bring together in friendly intercourse Alexander H. Stephens and other confederate leaders, with General Grant and other Union officers. His elegant entertainments are the occasions for gathering the leading representative men of all departments of life from all sections, in order that by personal acquaintance and contact they may have their views liberalized and good will aroused, to return to their own sections and communicate the spirit of moderation and harmony.

He also devises certain grand occasions such as the Ledger Banquet, and his Centennial Reception, at which the representative people of the world appear. On the last occasion, May 10th, 1876, at his palatial residence, there were present, President Grant and his wife, the Members of the Cabinet, Justices of the Supreme Court of the United States, Members of Congress and their wives, the Emperor and Empress of Brazil, the Diplomatic and other Representatives of all the countries of the world; Admirals of the Navy, Generals of the Army, leading citizens in professional and business walks. There never has been such a gathering in this country, and the influence upon our nation was exceedingly beneficial.

Every prominent visitor from abroad enjoys the hospitality of Mr. Childs, and carries back the most pleasing impressions of American character and life, as derived from the opportunities afforded by him. His latest guest was Dean Stanley, of Westminster Abbey, in which Mr. Childs had placed an elegant Memorial Window in honor of the poets, George Herbert and William Cowper. This was a graceful act, crowned by his hospitality to the Dean, associating America and England in commemorating two names, consecrated in the memories of both countries.

Our space does not permit us to extend this notice of his patriotic generosity and hospitality.

As to the regard in which Mr. Childs is held abroad, Colonel J. W. Forney says: "When I carried letters from him to Europe in 1867, his name was a talisman, and it was pleasant to see how noblemen like the Duke of Buckingham honored the endorsement of an American, who thirty years before was a poor boy."

Mr. Childs has captured and holds the heart of the world, from the little newsboys to the monarchs and dignitaries of church and state. Before them all, he stands the embodiment of all that is noble, tender, refined and generous in man. If his early ambition was satisfied in gaining possession of the Ledger, his heart soared higher to find a more exalted gratification in dispensing to the world, whatever that acquisition might yield him.

What infinite pleasure he must derive from his generous acts. Such unimpeded energy of goodness, never exhausting itself, flows back upon the soul, enriched with the grateful incense of its recipients. By that reduplication of blessedness, which acts of kindness acquire as they spread from man to man, in the wide relations of life, what a weight of joy will be his.

Mr. Childs is yet in the meridian strength of his days; we trust that his sun may abide in its power, and be long in setting; and when the evening comes, the shadows lengthen, the darkness of night enclose him, he may awaken in the bright morn of a splendid, ever abiding day of immortality, crowned with the blessings of those whom *he* has blessed, and with the approbation of the King of blessedness.

JAMES HODGES,

OF HODGES BROTHERS.

This is the age of the merchant. In early times he was scarcely known or little regarded. The places of honor, trust and power were occupied by men of the sword, who had distinguished themselves by some notable action. Then came the feudal system with its gradation of ranks; steel-clad chiefs enjoyed power; dukes ruled with iron hand; earls and counts sat on the bench of state and pronounced judgment; knights roamed the country as a gallant police force; a tradesman was unknown in the modern sense, and they who bought and sold were regarded with indifference. Not a single merchant was among those who extorted from King John at Runnymede, the magna charta, which is the corner-stone of English and American liberty. Feudalism having served its purpose gave way to the merchant-power. It could not stand before the march of progress, and was unsuited to the ideas and demands of the coming civilization of the world. The intercourse of the nations; demand and supply; advancing thought; development of resources; new appliances in agriculture, manufactures and commerce, all combined to break the local habits and system of feudalism. In the old world the merchant put it aside, and in the new, prevented its adoption. The merchants severed the only cord that bound this land to the ancient system. The Congress which performed that memorable act, had a merchant for its presiding officer.

Alexander Hamilton began life in the counting room of a merchant, and the matchless skill with which he conducted the financial affairs of the nation as Secretary of the Treasury in its formative history, and the peerless reputation he acquired, were doubtless the fruit of his practical mercantile training.

Merchants' names abound among the signatures to the Declaration of Independence, by which the new era was inaugurated in the face of kings, princes, and dukes, with their feudal armies; and ever since that day merchants, have been prominent in the construction and development of our civil institutions, and in upholding and extending our glorious domain. In the emergencies of the nation, in our political complications, and national struggles, the Government has sought and relied upon their judgment; and among our best representatives at foreign courts, have been some merchant princes, like Abbott Lawrence. at the Court of St. James, and our present minister, Hon. John Welsh, of Philadelphia.

And it was a merchant, Robert Morris, who so ably managed the fiscal affairs of the Government during the Revolution, borrowing large sums of money to sustain it on his personal responsibility.

The merchants of Baltimore have from the earliest days of our republic sustained a conspicuous and honorable part in its history. While the West was a wilderness, the sails of their commerce were seen in every port, and the "Baltimore Clippers" were the most renowned vessels at sea, both in peace and war. Our merchants were the pioneers

I am sincerely

James Hodges

in opening the avenues of trade to the South and West, and began the development of their boundless resources. The names of some of these we have in this work rescued from forgetfulness, and given them their rightful place in the commercial history of Baltimore. They were noble, enterprising men, who created a reputation for our city which

has been honorably maintained by their successors. There is no era in the commercial history of Baltimore in which we may not look with pride and satisfaction, upon the conduct of our leading merchants. In the ordinary course of trade, and during the fiery ordeals of commercial convulsions, they have never violated the only honorable and just principles on which business may be safely and permanently conducted.

The house of HODGES BROS. is a conspicuous representative of the highest phase of commercial standing and success. It is signally a Baltimore House, owing its origin, rise and progress mainly to its senior partner, whose name appears at the head of this article; who to-day stands among us one of our most valuable, and influential citizens, not only in commercial but civil affairs.

James Hodges is par excellence a Marylander. He is lineally descended from six of the earliest settlers of Kent County, viz: William Hodges, who settled in the county in 1665; Thomas Ringgold (1650); Andrew Hanson (1658); Simon Wilmer (1688); Thomas Hynson (1650); and Marmaduke Tilden, grandson of Sir William Tylden (1658), all of whom were members of the Anglican Church and prominent in the annals of the county, and many of their descendents distinguished in the annals of the country, as their ancestors had been in important military and civil positions in their fatherland. He is the eldest son of the Hon. James and Mary Hanson (Ringgold) Hodges, born August 11th, 1822, at Liberty Hall, Kent county, the homestead of his family for six generations.

Mr. Hodges' father designed him for the legal profession, but died, while he was yet a boy. Mrs. Hodges being left a widow with five small children, rose with christian fortitude and heroism, to meet the increased responsibilities of her life. She came to Baltimore where her children might receive an education and secure positions at a suitable age. For James she obtained a situation in a commercial house. It was not altogether according to his wishes, but appreciating the condition of affairs, and desiring as soon as possible to relieve his mother of the burden of his support, he applied himself diligently and soon evinced remarkable aptitude and capacity for business. He became a confidential clerk in the house, and was entrusted with its most important operations. His knowledge of commercial transactions grew rapidly, and his acquaintance with the trade in the city and outside became extensive.

When only twenty-three years of age, in 1846, he established the house of Hodges Bros. with his younger brother, William Ringgold Hodges. This was a bold undertaking for men so young and limited in experience. There were many old and distinguished firms that controlled the trade; but these young men putting themselves in the van, soon won distinction, and acquired a prominence which they have steadily held throughout the progress, vicissitudes and expansion of the trade.

Mr. Hodges however has never been content to follow in the train of enterprise; he is by nature a leader, and his progressive spirit leads him to the front, where he gets the first observation of new fields and opening paths of trade. He is quick to discern opportunity, and to change methods according to the changing times. To illustrate: As soon as he discovered that Baltimore was being injured as a distributing market, by the active enterprise and superior capital of the North, whence our wholesale merchants purchased their stock, he went to Europe in 1853 and brought his house into immediate communication with the leading manufacturers of Great Britain and the continent; and since then one of the partners has made semi-annual trips for the purchase of goods. By this arrangement they were not only able to compete successfully with the importers of New York, by doing away with *middle men*, thus saving the extra commissions to consumers, but increased the customs receipts of this port.

At subsequent periods, Robert Hodges, a brother, and William Penn Lewis, for many years the European buyer of the house, were added to the firm, and the business grew to such proportions as to demand larger accommodations, and they purchased a lot on Hanover Street, No. 28, where they erected their present spacious warehouse, one of the largest and best appointed in the city.

Mr. Hodges takes a most comprehensive view of the character and mission of the merchant. He does not regard him simply as a tradesman, whose only vocation is to buy and sell, but as a citizen with wide relations to the community, on whom rests the highest obligations, for the discharge of which he must be intelligently informed on all subjects affecting the welfare of the Government and society.

He has taken pains therefore to educate himself in the practical study of political economy, the science of finance, to understand the relations which subsist between the different spheres of life, social, civil and commercial, and to observe the workings of the constituent elements of human society. He has thus become prominent in civil affairs, and his counsel has been frequently sought in their direction. Before public assemblies, and in times of civil commotion, his voice has been often heard, eloquently and forcibly pleading for right principles and conduct; advocating those courses of action or legislation, which he believed to be for the best interests of his city and country.

To the questions of *finance* he has given close and careful investigation; and his views were so well appreciated, that in May, 1877, he was unanimously elected a member of the Board of Finance Commissioners of the city of Baltimore. The other members, being the Mayor, Ferdinand C. Latrobe, president of the board *ex officio*, and Enoch Pratt, Esq. The first question of importance that came before the board after the appointment of Mr. Hodges, was the substitution of the $5,000,000 five per cent. loan for the $5,000,000 six per cent. water loan, due July, 1875. The ordinance as originally passed was found to be defective and the former commissioners failed to negotiate it. After his appointment it was revived, and at his suggestion certain amendments were passed which validated it, and in a month the entire loan was taken at a premium, though its failure for a second time had been confidently predicted. This measure will save the taxpayers of Baltimore about $50,000 per annum, or $1,950,000 during the thirty-nine years which it has to run. Should this annual saving be invested at six per cent., payable semi-annually, the aggregate to the taxpayers, in thirty nine years, would be nearly $8,000,000.

Being a member of the Board of Trade at the time, he was appointed in 1868 a delegate with Albert Schumacher, then president of that body, to represent it in the convention held in Philadelphia, to organize a National Board of Trade, and was the author of the proposition submitted to Congress by its executive committee, to "establish a new department of the Government to be known as the Department of Commerce" a recommendation, it is believed, the Government will ultimately adopt.

For more than twenty years, although actively engaged in business all the time, the name of James Hodges has been identified with questions of local and national interest. He was among the first to publicly advocate the importance of uniforming and reorganizing the municipal police. He took a prominent part as a speaker, writer and worker in the great movement for municipal reform in 1859. In an earnest speech delivered at the Maryland Institute, in 1860, he opposed and helped to defeat the iniquitous legislative bill, designed to grant certain valuable city passenger railway franchises to non-residents. In the following year he advocated the running of the street cars on Sunday in a series of articles published in the Baltimore American, remarkable for their logical force and infused throughout with a broad spirit of humanity. His political speeches always attracted the attention and commanded the respect of both parties because of his fairness in the discussion of political principles and perfect freedom from partisan vituperation. He was

appointed by the President, in 1878, with Dr. Thomas H. Buckler, a Commissioner to the Paris Exposition, and attended many of the ministerial and complimentary balls and dinners given during his sojourn in that city; and was, while there, credentialed by the Board of Trade, with the Hon. Robert M. McLane as his colleague, a delegate to the Franco-American Commercial Treaty Conference which convened in Paris in August of the same year. He was selected as one of the executive committee of that body, which reported the basis of a treaty of commerce between the United States and France, and framed a memorial in favor of it to the French Chambers and the Congress of the United States. He made a number of addresses in France upon political and commercial questions, full of information and eloquent in delivery, which were enthusiastically received by his audiences and favorably noticed by the French press. They were such as to reflect great credit upon his native State, and were fully equal to his best efforts at home. After his return he was invited by the Board of Trade to address them on the question of the proposed treaty, and delivered at the Rialto Hall, November 30th, 1878, a notable speech in support of a reciprocal treaty of commerce between the two countries, which was reported in the daily papers and occupied two columns of the New York Herald. It was extensively copied by the press of the country, and excited the favorable editorial comment of several of the Paris journals. The occasion was all the more interesting from the fact that the Mexican Minister at Washington, Senor Zamacona, addressed the Board in favor of a commercial treaty between the United States and Mexico.

He is a man of much culture in literary and aesthetic matters. His home is adorned with objects of art and virtu, and his library is well stocked with choice books. As a true merchant, he takes a lively interest in all public measures and exhibitions designed to elevate and educate the taste of the community; and has always been ready to lend a helping hand to those enterprises contrived to promote the general welfare and improvement. Literature, science and art depend mainly upon the merchant for support and patronage; and that merchant alone who spends something out of his gains to gratify the higher demands of his own nature and for the refinement of society, has a true conception of his noble calling.

Mr. Hodges has shown that success may be attained by any young man of principle, energy and perseverance. Like many others he has proven that capital is not the essential condition. He began without it, sustained by the never-failing principle of truth and integrity, and urged by an indomitable spirit of enterprise, pursued those courses of conduct which abide safely through all changes, and secure success.

Mr. Hodges is a good illustration of the truth stated in our introduction. As a merchant, he is a controlling power in Baltimore, and contributes a large part towards extending its influence throughout the world. As an educated and cultured citizen, he is an exponent of the highest and best phases of our metropolitan life.

His prominence and usefulness have been attained at an exceptionally early period of life surrounded by numbers of distinguished men in all vocations, by confining himself to the prosecution and development of his own legitimate business, the assiduous culture of his mind, and acquisition of useful knowledge.

CHARLES A. GAMBRILL.

Agriculture is the basis of the world's wealth. Its support comes from the soil, whose unfailing fertility supplies all channels of activity, and keeps in constant operation the wheels of trade, the hammers of mechanics, the inventions of genius, and the agencies of knowledge. In the intricate economy of life, there is a complete circuit, through which all forces work in unbroken succession, each dependent on the rest, and all springing from and returning to the soil. In view of this, we can appreciate the importance of those who are directly engaged in the production of grain, and manufacture of bread-stuffs. Primarily the world is dependent on them.

Baltimore from early times, has been prominent in the Flour Trade, and has always been a source of supply.

Among her Millers are some of her most conspicuous names: the Ellicotts, Gen. John Stricker, Carrolls, Ridgleys, Worthingtons, Hoopers, Warfield & Mactier, Tysons, Cheston, Keller & Forman, Hollingsworths, Vickers, Davies & Law, Penningtons, Hugh Jenkins, Wm. E. Woodyear, Gambrills, Owings, T. W. Levering and Solomon Corner.

The gentleman whom we have selected as a representative in this department, Charles A. Gambrill, one of our most distinguished merchants, has left a record and accomplished a work for Baltimore, which entitle him to be held in lasting remembrance in the mercantile mind.

He was born February 1806, on a farm on the Severn River, Anne Arundel County, Maryland; trained to habits of industry by his parents, he had the foundations of his successful life well laid. Soon developing a desire for mercantile life, rather than farming, when fifteen years old he went to Frederick, Maryland, and entered a store as clerk. He applied himself diligently to business, and by honorable conduct, obtained a high reputation in the community. It was not long before he began business on his own account. He then married a daughter of Judge Augustus Shriver of Frederick. At this time Frederick was an important trading town for the counties of Maryland, and adjacent counties of Pennsylvania and Virginia, as it was prior to the days of railroads. Though successful there, he removed to Baltimore county near Cockeysville at the solicitation of the distinguished firm of Smith & Buchanan, to take charge of Warren Factory, then owned and operated by them. This factory then as now occupied a prominent position among the manufacturing interests of Maryland, (see page 177). During his residence here his wife died, and he soon thereafter returned to Frederick.

In 1836, he married a daughter of Colonel George M. Eichelberger of Frederick. Soon after, he came to Baltimore and established himself in the commission business. The reputation which he acquired among the farmers and millers of Maryland, Virginia and Pennsylvania, secured for him an extensive correspondence, and gave him a large trade, so that he soon became one of the most prominent commission merchants of Baltimore. To those who are disposed to think that character is not productive of material results, we hold up the case of Mr. Gambrill. It was *the means* of his success, and brought to him the patronage out of which arose his future prosperity.

In 1842, Charles Carroll of Doughoregan Manor, grandson of the signer of the Declaration of Independence, purchased the Patapsco Flouring Mills. These have an interesting history. They were built in 1773 by John and Andrew Ellicott. They were subsequently destroyed by fire and rebuilt in 1809, and remained in the possession of the Ellicott family until the disastrous panic of 1837, when they were bought by Messrs. Shaw, Canby & Co., who conducted them for one year, and then sold them to Mr. Carroll. He operated them on his own account for a few years, and consigned his flour to Mr. Gambrill, to whom he gave exclusive control. His management was so satis-

factory, and his dealings so honorable, that Mr. Carroll sought a more intimate acquaintance, which resulted in a proposition of partnership, Mr. Gambrill to be the active, managing partner, in whose name the business should be conducted, Mr. Carroll to be the silent partner, having a full share; his whole fortune, including Doughoregan Manor, being pledged. This partnership continued from 1844 to the death of Mr. Carroll, 1868; during this time the friendship and mutual regard of the parties strengthened and the business was conducted by the masterly hand of Mr. Gambrill, to the entire satisfaction of

Charles A. Gambrill

Mr. Carroll. At the death of the latter, the mills were rented of Hon. John Lee Carroll, his son, now Governor of Maryland, and the trustee of his father. They were owned by the estate of Mr. Carroll until the flood of 1868, when they were purchased by Mr. Gambrill and his nephews, Richard G. and Patrick H. Macgill. The Patapsco Mills are now owned by the two latter gentlemen, and are operated under the firm name of C. A. Gambrill & Co. (page 182.) In 1860, Mr. Gambrill purchased the *Orange Grove Mill*, now owned by the Messrs. Macgill and Albert Gambrill, his son, and operated likewise under the name of C. A. Gambrill & Co.

Since 1873, steam power was introduced in these mills, and large additions made to them, increasing the capacity of production to upwards of 200,000 bbls. per annum or between 700 and 800 per day.

The success of the Patapsco Flouring Mills was founded upon the home trade, which was always encouraged, and gradually extended, the brands becoming as favorably known throughout the Northern, Eastern and Southern States, as they were in Baltimore and vicinity. Liberal quantities are also sold for shipment to South America, Europe, and the West Indies.

In so short an article as this it is impossible to represent fully the life and work of one whose relations to the city and trade were so important and extensive as Mr. Gambrill's. He was endowed with a bold, progressive spirit of enterprise, in conjunction with a judicious, cautious control of it. His operations were not *ventures*, though they were always in advance of others. Thus taking hold of the trade, when it was moderately moving at its old accustomed pace, he infused into it a new life, and putting himself in the lead, brought it to a position which gave Baltimore the front rank. The reputation which Baltimore enjoys as a commercial city, is largely based upon its Flour and Grain Trade, and those who are and have been engaged in it. Our article on Flour, page 188, refers to the high character of our dealers. Mr. Gambrill was "*primus inter pares*" among the millers and flour merchants of Maryland, whom all willingly accorded the honor.

As a business man, in many respects he was a model. The goal of his ambition was success, but he would succeed only on the basis of truth and honor. He scorned deceit and duplicity, and would not palliate false representations, either in his own employ or among his customers or correspondents. No amount of gain could allure him from the undeviating line of rectitude. Justice and equity, he regarded as the corner-stone of the Temple of Trade, without which it *could not stand*.

He avoided as far as possible those contentions, legal or other, which are the most vexatious tribulations in business. As for instance, when the Patapsco, Chesapeake and Plaster Mills were destroyed by the flood in 1868, the terms of the lease from the estate of Charles Carroll, were such, that his attorney advised in a certain contingency, *litigation;* his firm however promptly purchased the whole property, at a price satisfactory to the executor, on which they erected the present buildings, and improved and remodelled the Patapsco Mills.

His influence and judgment were highly appreciated and often sought in important matters; public honors he could have had, but he never would assume representative positions, except in financial and commercial institutions. He was a director in the Farmers' and Planters' Bank, and the Corn and Flour Exchange, of which he was a corporator.

He was a man of genial disposition and kind heart. It was a pleasure for him to make others happy, and especially to bestow charity upon the needy and deserving. His home was invested with attractions which made it a delightful abode and place of visitation. His mansion stood on the corner of Mount Vernon Place and Charles Street, now the site of the Mount Vernon Place Methodist Episcopal Church, where he died February 20, 1869. His death was probably hastened by the shock which was produced from witnessing the fearful destruction of the flood in 1868. When the mighty rush of the waters overwhelmed the mills and adjacent dwellings of his employees, he stood upon the shore, an eye-witness of the fearful scene, in which the buildings were totally destroyed and forty-seven men, women and little children were swept away and drowned. To a man of his sympathetic nature, at his age, this was a severe stroke, and it seemed to bow him nearer to the grave.

The success of Mr. Gambrill is one of the most signal in the commercial history of Baltimore. Recalling the youth, as he left his father's farm in Anne Arundel county, for

the perilous paths of mercantile life, no one could have predicted his course, especially as it was to run through some of the most disastrous periods of our history. His progress seemed assured from the beginning; the principles with which he was endowed, became operative in all his action, and with them, he arose step by step to the highest rank. Each step was firmly planted; he knew his ground; before ascending from one position to a higher, he would carefully survey the situation, and see that his feet were thoroughly inured to the path, so that there was little danger of taking a false or ignorant step and falling. He never departed from the line of his own legitimate business, to chase the fleeting visions that so often play around the dizzy heights of fortune; with feet on *terra-firma*, and head cool and wise, he passed many dangerous turns, many frowning cliffs, many dark chasms, many fascinating, false scenes, and enjoyed the well earned contemplation of commercial triumph. Such a man is invaluable to his community; he not only demonstrates the way of true success, but he creates and developes employment for honest industry, which continues after he has departed, a permanent source of support to human life and happiness, and leaves a record which may always serve as an ensample and encouragement to aspiring and honest enterprise.

REV. ABRAHAM RICE, (Rabbi.)

OUR HEBREW CITIZENS.

Viewed in all aspects, the Hebrew nation presents one of the most interesting and momentous problems of the human race. Regard it from every point of observation, at any period of its history, and you find it occupying a position among the nations, diverse from all, yet touching them at many parts, materially moulding their history.

Their ancestors date from the dawn of history, on the banks of the Euphrates, the Nile and the Jordan, the three rivers whence sprang the civilization of the world. As a nation, they took their rise in the calling of their father Abraham, two thousand years B. C., who emigrated from Mesopotamia, on the east side of the Euphrates, to Canaan. From their organization into a nation, they have differred from all others in their religious belief and government, and have been in constant conflict with them. Their exodus from Egypt, and career in the wilderness were a protest against the polytheism and consequent iniquity of the world.

It was during this period of forty years, while Jehovah was educating them for independent national life in the promised land, that He enunciated those principles and laws which were the basis of their commonwealth.

The formation of the Theocracy and the civil constitution were the work of their lawgiver Moses under divine direction and instruction.

Throughout their entire history they struggled for national existence against Egyptian, Babylonian, Assyrian, Syrian and Roman power, and though nearly exterminated by each, have survived them all.

We cannot attempt even a cursory account of their history in this article.

The destruction of Jerusalem, A. D. 70, begins their modern history and sufferings. From that date to the Peace of Westphalia, 1648, they were subjected to all forms of civil oppression and religious persecution by all the nations among whom they were scattered. From the seventh to the fifteenth century especially they suffered abuse, massacre and exile. Imperial edicts and ecclesiastical decrees pronounced intolerable judgments and pain on their unhappy race. Under the Carlovingian dynasty in France, Richard I, John, Henry III and Edward I in England, Ferdinand and Isabella in Spain, throughout Germany during the Crusades, they endured every species of civil and ecclesiastical tyranny and cruelty.

Their first great relief came from Holland where religious liberty was best understood, and from Cromwell in England, whose adherence to the Old Testament scriptures gave him sympathy for them. Their greater persecutions then ceased, but still they had to endure insult, contumely and robbery from shameless and pitiless barons and were denied the rights of citizenship, and labored under religious disabilities. No considerable improvement in their condition appears, until the establishment of the American Republic on the basis of universal freedom, which not only opened to them and all the oppressed of Europe, an asylum of liberty, but inspired the rest of the nations with somewhat of our liberal ideas of government.

Throughout all their sad, suffering experience, they present a record of patient, honorable, unresisting progress; faithfully discharging their duties to the governments which oppressed them, and under all their adverse conditions, advancing in pursuit of wealth, the arts, sciences and literature, until they conquered a noble destiny; filling to-day, the highest positions as financial supporters of the nations, professors in the leading universities, in the chairs of state, in cabinets and councils, and in the command of armies. To confirm this, we have only to mention the names of Maimonides, Jehuda-Hallevi, Benjamin of Tudela, Immanuel, Spinoza, Moses Mendelsohon, Rothschilds, Disraeli, Cremieux,

Montefiore, Heinrich Heine, Jules Janin, Grace Aguilar, Meyerbeer, Rossini, Herz, Gottschalk, Rachel, and in our country Noah, Raphael, Wise, Einhorn, Lilienthal, Judah P. Benjamin, Belmont, Seligman, &c.

The Hebrews were among the first to turn their eyes to our hospitable shores, and emigrated hither with the English and Dutch settlers. They became without exception patriots, and nobly aided the colonies in the struggle of our Revolution, contributing freely to the support of the armies, and prayers were continually offered in their Synagogues for their success. The address of the Hebrews of New York and Philadelphia to George Washington, expressive of their gratitude for his patriotic services, is a document signally illustrative of their character.

Though not naturally politicians they carefully study all species of national and international legislation, every phase of political economy, and all acts calculated to extend civil liberty and diffuse education.

Throughout Europe and America they purchased our Bonds, and aided in their negotiation, thus strengthening American securities. It is thought that they hold fully one-fifth of our outstanding indebtedness at home and abroad.

The history of the Hebrews in Baltimore begins about fifty years ago. They then numbered not more than two or three hundred, and with few exceptions, occupied the humblest positions in commercial and social circles. The traditional prejudice against them generally obtained, and their transactions were confined to petty trade. This prejudice was distinctly pronounced, and was even formally expressed in the constitution of the State of Maryland, depriving them of the rights of citizens. By their good conduct and industrious lives, they gradually overcame it, and through the earnest, eloquent and indignant pleadings of John V. L. McMahon in the Legislature, in 1824, this injustice was expunged, and the full rights of citizenship accorded to them. Since then, they have rapidly advanced, and now sustain the most important relations to this city. Many of them are our leading Merchants, Bankers and Manufacturers, occupying prominent positions on our commercial thoroughfares, and are contributing greatly to the extension of our trade and increase of active capital. They are also ably represented at the Bar and in our Legislative Halls.

They possess an enlightened sense of their obligation to the community, and hence foster all enterprises designed to maintain public order, and relieve suffering and poverty.

Their system of home training and religious education inculcate obedience to law and all constituted authority in the family, church and state.

There are at this time about 2,000 families in this city, numbering over 10,000 souls. To accommodate these there are ten congregations or synagogues. They still observe the seventh day as their Sabbath, though they respect the christian Sabbath, and are not among those who noisly disturb its rest.

They maintain Sabbath Schools upon the most orderly system. Pupils are required to enroll their names; a programme of studies adopted for each year, and competent teachers provided often at a compensation for their services.

From the many charitable institutions for educational and benevolent purposes we mention the three principal ones. The Hebrew Benevolent Society is an important association, whose benevolent fund amounts to $10,000 a year. It was formerly an association for mutual benefit, but at the suggestion and under the management of its then president, William S. Rayner, it was in 1856 transposed and enlarged into its present character and efficiency, as by its constitution, recorded November 19th, 1856, will more fully appear. The two other charities, whose buildings are very commodious and add to the attractions of the city, are the Hebrew Hospital and Asylum, on East Monument Street, (page 49,) and the Orphan Asylum, on Calverton Heights, one of the finest and best arranged of this city.

William S. Rayner having purchased the Baltimore county almshouse property, donated a portion, valued at $50,000, for the Orphan Asylum; in 1874 the buildings were destroyed by fire. The present handsome edifice, one of the most conspicuous objects near the city, was erected at a cost of upwards of $50,000. With the insurances ($20,000) on the former buildings and the proceeds of a fair lately held, the Asylum is free of debt.

Of the Hebrew Benevolent Society, Moses Wiesenfeld was William S. Rayner's successor, in 1859, as president, and held the position for ten consecutive terms. Dr. Joshua I. Cohen was first vice president from the origin of the society in 1847 until his death. After his decease, Colonel Mendez I. Cohen (brother of Joshua) took his place and has retained it until this day. The president at this time is Philip Hertzberg.

Of the Hebrew Hospital, Joseph Friedenwald is its present president, and has held the position from its beginning. He has greatly aided this and other institutions by his means and influence. This Hospital does not confine its work to the Hebrews, but receives patients of all sects and nationalities.

Of the Hebrew Orphan Asylum, Joel Gutman is the president. Under his administration it has been very prosperous and useful, and has accumulated a sinking fund of $24,000.00, through subscriptions of its friends.

Though they pay a large portion of the taxes of the city, thus supporting its educational and municipal institutions, the Hebrews fully care for their own people, never permitting one of them to be a burden upon the corporation or community. Hence there are no Hebrews in our almshouses, hospitals or other charitable institutions, and seldom any criminals in our prisons, or reformatory schools, and rarely do they appear on our criminal records.

The growth of our Hebrew population appears when we revert to the ministry of their first rabbi, Abraham Rice, whose portrait is on page 618. He came to Baltimore in 1840, and was an earnest, devoted man. As a pioneer, he did an important work for which he should be gratefully remembered by his own people. He labored at great sacrifice, for the Hebrews from the paucity of their numbers could not offer him a competent support; but he faithfully ministered to them, supplementing his pay from the proceeds of a moderate business in which he engaged. He was enabled in an humble way to lay the foundation of their religious prosperity and to sow seed which has produced valuable fruit.

The Hebrews of Baltimore have been true to the leading characteristics of their race. The basis of Hebrew character and civilization is education. They are the only universally educated people on earth. The first step is education in the knowledge of the divine and human relations, and the obligations growing therefrom. The first principle inculcated is obedience to lawful authority: first, the divine law, then the human; the second principle is, kindness or charity towards man. These will be recognized as the principles of the two tables of the law as enunciated by Jehovah at Sinai: all the regulations of the Mosaic commonwealth were based on these, and they have ever since served as the guide of the nation, and have been the inspiration of every truly enlightened government.

We record with pleasure this testimony to the Hebrew Citizens of Baltimore, to show our appreciation of the valuable part they bear as one of its great constituent elements, that are adding to its commercial magnitude, and helping us to nourish and conserve our most valuable agencies for good order and moral elevation.

EUGENE LEVERING, SR.

The pioneer of the Levering family in this country was Wigard Levering, who purchased five hundred acres in Roxborough, now a part of the city of Philadelphia, about the year 1691, having previously located in Germantown in 1685. The only relic of him is in his old family Bible, containing a very specific family record, closing with a paragraph the sentiment of which has been strongly characteristic of his descendants, and which a christian's faith may readily regard an antecedent occasion of the favor which Providence has conferred upon various branches of his family.

It reads thus: "God who is the Father of all that are called children in heaven and on earth, have mercy on my children who are still in the land of the living, that they through the grace of our Lord Jesus Christ may be born again, and registered with their kindred in heaven; that they after they are taken from this vain world, the parents with the children and the children with the parents, may rejoice before God in a blessed and happy eternity; Amen."

Upon a tombstone which stood in the Burial Ground of the First Baptist Church of Baltimore, was this inscription.

"In memory of Enoch Levering and Mary his wife, whose bodies lie interred here; they lived respected and died lamented by their relations and friends, and left seven sons to bemoan their departure, who have erected this monument to perpetuate the memory of their beloved parents. * * * * * * * *
The character of the true christian was affectingly displayed in the last hour of their lives; they saw and met the approach of that scene, the most trying to human nature, with calm and dignified composure, with serene and pious resignation, and a devout and steady confidence in the mercy of that God whose summons they are about to obey."

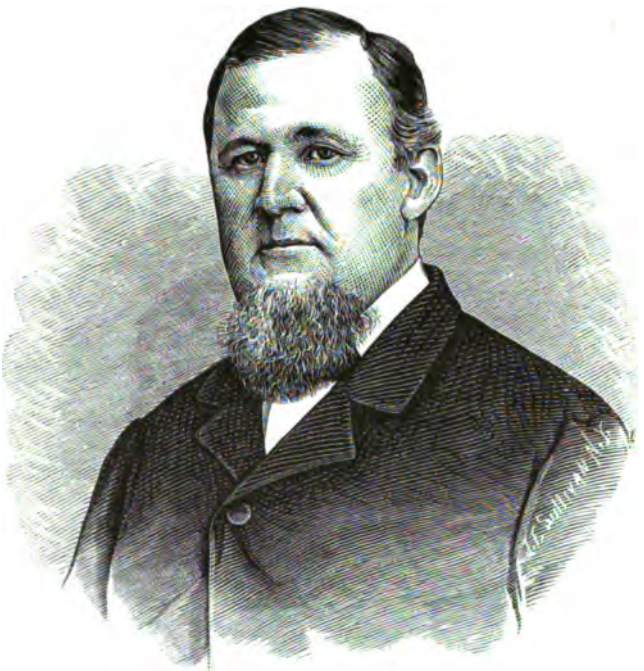
This Enoch Levering, to whom this beautiful filial testimony was given, was the grandfather of Eugene Levering of whom we write. Peter Levering, one of the seven sons, was Eugene's father, who inherited his father's honor and transmitted it to the son. Enoch Levering came to Baltimore from Roxborough, about 1778, where he had been extensively engaged in tanning, and established himself in the grocery business on a large scale, and formed the ancient firm of Levering & Barge. His son, Peter Levering, was born in this city, February 4th, 1776, and became a large shipping and commission merchant. His first firm was Levering & Nelms, which was subsequently changed to Peter Levering & Sons. He married Hannah, the only daughter of William Wilson, of the house of William Wilson & Sons, (see page 581,) a lady who was distinguished for her activity and usefulness in the social and religious matters of the city.

Eugene Levering was the youngest son of Peter and Hannah Wilson Levering, and was born in Baltimore, October 24th, 1819. His parents were both members of the First Baptist Church and devotedly pious, and trained their children in the principles of the christian religion, according to the simplicity of the gospel. Mr. Levering's nature responded to their culture, and he early manifested the virtues of the christian character and connected himself with the First Baptist Church, of which he was one of the most useful members, and subsequently became a valuable member of the Seventh Baptist Church, under the pastorate of the late Richard Fuller, D. D., of whom he was an intimate friend.

Mr. Levering began his business life with Hoffmans & Co., Dry Goods Auction and Commission House, and then was with George & Yates, in the Dry Goods Importing business, where he remained for several years. He then entered into partnership with his brother, Frederick A. Levering, under the firm of Levering & Co., on Hanover Street, in the

general Grocery business, and at the end of about three years removed to Commerce Street near Pratt, and in 1855 to No. 2 Commerce Street, built for the firm and since occupied by it.

Levering & Co. took a leading position in the trade and not only established a reputation for themselves, but added to that of Baltimore in this department. The business of the house continued to advance, up to the disastrous period of 1861, consequent upon the inauguration of the civil war, when, owing to their extensive correspondence in the Southern States, they were compelled to suspend. They settled their indebtedness at fifty cents on the dollar and were released by all the creditors. They, however, did not regard



Eugene Levering

this as an entire discharge of their obligations, and when the firm resumed, and regained their position, they paid up their liabilities in full with interest from the beginning. Their native sense of honor, sanctified by high christian nurture, was not satisfied until this was accomplished.

The firm of Levering & Co. continued until 1866, when it was dissolved by the death of Frederick A. Levering, who had likewise maintained the reputation of his family name in business and social relations.

Eugene Levering then associated with him as partners, his sons William T., Eugene and Joshua under the firm name of E. Levering & Co.

With this young and active co-operation the business grew to much larger proportions. The enormous and rapid growth of the country raised the coffee trade, in which this firm was mainly engaged, to new importance and enlarged dimensions. The firm by degrees, ceased handling all other commodities, and made Coffee their specialty. With the experienced, judicious guiding hand of their senior, the sons entered the business with all the ardor and energy of youth, and the house took its position at the head of the trade which it has steadily held. Under the enterprise of this and the other cotemporaneous firms, Baltimore has been exalted into the second important city in the United States in the Coffee trade; importing some years twice as much as Boston, Philadelphia and New Orleans combined.

In the light of this statement, the valuable influence of Mr. Levering's house on the commercial growth of Baltimore may be appreciated. Our importations were comparatively small at the time he began, and it is due very considerably to his enterprise that we have become the second importing city and distributing market for this great country.

Under the new regime, the firm enjoyed a course of uninterrupted prosperity, and Mr. Levering looked forward to the time when he might retire in a serene old age to enjoy the success and high standing of those whom he had so faithfully trained; but an overruling Providence ordained otherwise, and he was called away June, 1870, when but 52 years of age. He had however accomplished his work of life, with a completeness which characterized him in all things. He left the business in the hands of his sons, and with judicious foresight stipulated in his will that it should remain unchanged for five years and then to be settled up, when certain legacies to religious and charitable purposes should be paid, amounting to thirty thousand dollars. During this period of five years, the firm enjoyed increased prosperity and the estate was greatly enhanced in value, and at its close the provisions of the will were faithfully complied with by the sons.

In January, 1875, at the expiration of the five years, the present firm succeeded, composed of four sons, William T., Eugene, Joshua and Leonidas.

Four separate firms have grown out of the original house, and are now successfully engaged in the Coffee trade, viz: Levering, Norton & Co., Taylor & Levering, Levering & Jackson, and Maynard, Councilman & Co. All the members of the latter and some of the others, have been clerks and were trained in the parent house.

The original house of E. Levering & Co. as now continued by the four sons, is the largest Coffee House in this city, and has the reputation of being the third or fourth in the United States. One of the sons, Eugene Levering is President of the Bank of Commerce.

Mr. Levering's only surviving brother is Thomas Wilson Levering, the senior of the extensive Grain and Shipping firm of Thomas W. Levering & Sons, who like himself early attained prominence in the commercial world.

Mr. Levering had nine sons and three daughters, nine of whom survive, exerting valuable influences in business and social walks.

In reviewing the life of Eugene Levering and considering its practical results, he appears one of the most successful men that have graced the mercantile annals of Baltimore. If success is to be measured only by the accumulation of money, this remark does not hold good; for many have made more money than he. But a man may acquire millions, not lose a dollar, and yet be a failure. Fortunes acquired by the industry or tact of one man are ordinarily dissipated or misused by his descendants. They are the least permanent of all things which men leave at death. The legacy of personal character, and of children trained up to the standard and practice of righteousness, is the richest and most enduring a man can confer upon his race.

Mr. Levering, while successful in business to the degree he desired, sought a higher aim in the faithful discharge of his duties in the church and family. These were the two spheres in which he knew that his life could be truly successful, having their bearing upon the two sides of human destiny, the temporal and immortal. To them gave he whatever of strength, means and influence he acquired in his business life. Always discharging present duty, at the same time he was in the church and family, establishing influences which would continue after he was gone. Now we have among the active, prominent business men of Baltimore, whose high character and commercial standing are an occasion of general satisfaction, his *sons*, illustrating the principles which he sought diligently to implant. They not only are important in commercial interests, but are active and valuable in the same church as their father, thus perpetuating his influence in both the secular and religious worlds.

Viewing then Mr. Levering's work, as accomplished during his life, and perpetuated through the expanding influences of his sons, we must regard his life as eminently successful and worthy of imitation.

FRANCIS BURNS.

The progress of a great commercial city is so rapid, and one generation so quickly supplants another, that the men of the past are soon forgotten; and the very enterprises which they devised and established, that give character and wealth to it, pass into the hands of those who are indifferent to their memory. It becomes then our imperative duty to place their names and record, conspicuously in the history of the community, that they may *always* have the appreciation and honor which are so justly due them.

We have still living n Baltimore, at the venerable age of eighty-six, a gentleman, honored of all its citizens, whose long life has been continuously useful, and to whom the city is chiefly indebted for that branch of industry, which makes it most prominent, viz: the manufacture of Pressed Bricks.

Francis Burns was born in the county of Antrim, Ireland, April 11, 1792. He is of that sturdy race, which has made itself illustrious by its heroic adherence to and defence of their country and religion, whose deeds fill the grandest pages of Ireland's history. These Scotch-Irish, the world over, are they, who on the field of carnage, in church and state, in the peaceful pursuits of industry, make their mark as brave, self-reliant, conscientious, honest men; true to themselves, to their race, and to their God. Mr. Burns, in his business career, has fully evinced the characteristics of the race whence he sprung.

His parents emigrated to Philadelphia in 1798, where his father engaged in Brick making, his son, Francis, learning the business, as then pursued, under him.

In 1818, being then twenty-six years of age, he came to this city in quest of his own fortune. His quick and aspiring eye discerned the facilities which Baltimore furnished, in his trade, then in its infancy. The clay found here, was far better than that in Philadelphia, and needed only skill to make a brick superior to any other, foreign or domestic.

He began the business with George Whitman; at the end of three years Mr. Whitman retired, and Mr. Burns continued until 1860, when *he* retired. During this period of forty years, he brought the art of Brick making to a degree of perfection never before attained, and which has rendered Baltimore Bricks unrivalled for smoothness, hardness, beauty of color and durability.

When Mr. Burns began, the quality of Bricks was very indifferent. The best were imported from England. Yet none combined hardness with fineness and grace. By care-

ful experiments and improvements in the mixture and moulding of the clay, he succeeded in making in 1823, the best Pressed Brick then in use, yet by reason of that strange opposition which obtains in every community to home inventions and improvements, he encountered great difficulty in introducing them. He was obliged to offer them at the price of common brick as an inducement to builders. He finally triumphed, and before he retired had the satisfaction of seeing a new city presenting to every street and avenue rows of houses faced with his own and similar Pressed Brick, vastly improving the character of the buildings, and making the city one of the handsomest in the land. This

Mr. Francis Burns

was a vast advance on the past, which only the oldest citizens can appreciate, who remember the ancient structures with their rough brick and thick courses of mortar, in contrast with the present fronts, with their smooth surface and delicate lines of white plaster.

For many years Mr. Burns not only led the market in this city, but controlled a large Eastern and Southern trade. His Brick Yards were the most extensive near the city.

In so important a branch of industry, he became largely concerned in the financial and commercial growth of Baltimore; with a just appreciation of the importance of all enter-

prises designed to introduce and foster trade and industry, he was always forward to encourage them, and was an active co-operator and investor in monied institutions and Railroads.

He has been for more than forty years an influential director in the Western, *now* Western National Bank of Baltimore. He was prominently connected with the old Baltimore Savings Bank until the organization of the Eutaw Savings Bank, when he resigned, in order to become an active director in that institution, it being in the western section of the city, where he resides. He is also director in the Associated Firemen's Insurance Company, and for many years one of the most efficient in the Baltimore and Ohio Railroad Company.

In these institutions he is regarded as one of their most judicious and energetic managers.

While the results of his enterprise have pervaded the city, he was especially identified with the movements of trade in the western section, which constitute some of the most interesting chapters in the commercial history of Baltimore. During his whole course, he has contributed by his means and influence to extend and establish the interests of this section; and by all who sustain commercial relations with it he is greatly esteemed and reverenced.

With a correct view of the civil and social duties of a citizen, he has manifest a lively interest in all efforts to improve the intellectual and moral character of the city. For several years he represented the old eleventh ward in the city council; has contributed liberally of his time and means to sustain the benevolent institutions of the city. As one of the oldest members of the Masonic Fraternity of which he was the Deputy Grand Master for years, he has aided largely in relieving it of financial embarassment, and promoting its present efficiency.

He connected himself with the Associated Reformed Church of which the eloquent Rev. John M. Duncan was the first pastor, and became president of the Board of Trustees, which position he held until recently. Through the changes and trials of this church subsequent to Mr. Duncan's death, he has continued a faithful member, until, with divine direction it has come into an open sea, on a prosperous course under the faithful pastorate of Rev. John Leyburn, D. D.

Mr. Burns for years has been a member of St. Andrew's Society of this city, which numbers among its members many of our most prominent citizens, a society whose operations and influence are very beneficial to the community.

Mr. Burns has reared a family of sons who have taken positions as successful merchants and honorable citizens, conducting large important commercial and financial interests. It is a source of grateful reflection to him in his declining years, that they are held in such high esteem in their native city.

William F. Burns, the eldest son, is president of the Eutaw Savings Bank, the People's Gas Company, and for many years director of the Western National Bank and other corporations. Samuel, the second son, formerly senior of the long established and extensive Lumber House of Burns & Sloan, now Samuel Burns & Co. Francis Burns, Jr., and Findley H. Burns, partners in the Wholesale Grocery and Commission House of Wilson, Burns & Co., (William Wilson, the senior, a son-in-law, retired a few years since, and recently deceased, an honorable merchant, a valuable and public spirited citizen.)

Mr. Burns combines more blessings in his life than usually obtain in a lengthened career. Transcending the ordinary bounds of life, he still continues in the possession of his sources of happiness, administered to by the constant care and affection of children and grandchildren, realizing to a remarkable degree the promises of the covenant, which descend from children to children's children.

Having attained an exceptional success in his business life, and lived a conscientious christian, in the faithful discharge of duty, he quietly awaits with assured confidence and hope, the appointed hour when his change shall appear.

He has constructed a life, and will leave a work, which shall stand as an encouragement to young men beginning without aid or advantages, animating them to rely upon a benificent Providence, and draw from the resources of their own brains and self-reliant spirits.

MILES WHITE.

The original settlers of North Carolina were among the most honorable, sturdy and industrious that emigrated to our shores from the old world. The English generally settled on or near the coast, while the Scotch and Scotch-Irish penetrated the interior and western sections.

In one of the north-eastern counties bordering on Albemarle Sound, Perquimans, was born, a man who was destined to exert a large influence upon the material and moral interests of this city.

MILES WHITE was born in that county, August 30th, 1792. His ancestors were among the earliest colonists to that section of North Carolina. They were people of pious principle and rigid notions of right, and readily became converts to the views and methods of George Fox, the founder of the Society of Friends. The second meeting of Friends in North Carolina, was held in the home of one of Miles White's ancestors, until a meeting-house was erected on his farm. This ancestor was one of the Provincial Governor's Council in 1682. This meeting-house was occupied by the Society for more than a hundred years.

The religious history of the family is identified with the labors of William Edmunson, a distinguished and zealous minister who accompanied George Fox on his visit to this country.

Miles White was trained with all the care and strictness characteristic of the Friends, and became an earnest defender of their faith and adhered all his life with intelligent zeal to their doctrines.

The early years of his life were spent in farming but it was evident after some years of experience, that agricultural pursuits were not adapted to his mind, and he went to Elizabeth City, N. C., then an important trading point, in the year 1880, and engaged in merchandizing and shipping. He was very successful, and built up a large coasting and West India trade.

It was in this comparatively insignificant town that he laid the foundations of his successful life; acquired that knowledge of commercial transactions, that judgment and foresight, which were characteristic of his financial operations. Here too he manifested his unyielding adherence to principle, by refusing to engage in shipping and dealing in ardent spirits, against which there was not at that time a public sentiment. By doing so he could have largely and rapidly increased his profits, but he steadfastly refused to include them in his merchandise or ship them with his cargoes.

Having been very successful there in business his enterprising spirit sought a larger and more active field for operation, and he removed to Baltimore in 1849. This was after the close of the Mexican war, when the United States had acquired California. The discoveries of gold there and in Australia gave rise to a feverish spirit of speculation and emigration, in which more lost fortunes than made them. Mr. White carefully considered the

situation. He read and studied the results of like causes, in the different epochs of English and American history, upon prices and values of the different species of property, and satisfied himself that the best investment was well located property in this city and certain growing sections of the West. He therefore embarked his fortune in Government lands and eligible lots in the West, and large areas of property in Baltimore. He was careful however to go West *himself* and locate his lands, after personal observation and inspection. The result affirmed his wisdom.

Miles White

In Baltimore his operations in real estate were both extensive and successful. He improved his property at a large outlay, thus providing suitable dwellings for the increasing population; extending and improving the city; adding to its taxable basis, and furnishing constant employment to labor and industry.

He recognized the intimate connection between the commercial and manufacturing operations of the city, and its real estate interest and house accommodations. The latter must keep pace with the former. There must be facilities in business and dwelling

houses, or trade will seek other markets. Thus Mr. White in this one respect alone, employed his money for the commercial benefit of Baltimore, making it a part of the basis on which our merchants and manufacturers could permanently secure trade.

Mr. White has not only regarded the living, in his enterprises, but also the dead. He took active part in the management of cemeteries, especially of "Greenmount," of which he was a director and manager, and "Baltimore Cemetery" of which he was president, and resigned when he became president of the Peoples' Bank at its organization.

Miles White was mostly known as a successful financier, and recognized as one of the wealthy citizens of Baltimore. To those who knew him best and were intimately associated with him in business and social life, his chief quality appeared a benevolent heart, which never displayed itself in ostentatious forms, but in generous effusion, through channels calculated to produce the greatest good. Besides his personal acts of charity and kindness in aiding others, he gave liberally to public organized efforts to educate and improve his city and humanity. He was one of the most generous supporters of the many religious, charitable and educational institutions under the fostering care of the "Society of Friends."

Among those to whose success and efficiency he greatly contributed are:

The FRIENDS FEDERAL HILL MISSION, where 500 children and over 100 adults are cared for and educated. He always actively aided and encouraged the FRIENDS EDUCATION SOCIETY, which in North Carolina is educating about 3,000 children a year, established at High Point, Randolph county. The schools of this society extend to about twenty counties, all embracing temperance societies. Of this society, our distinguished citizen, who is largely engaged in conducting philanthropic efforts in Baltimore, Francis T. King, is president. This is one of the most valuable enterprises of benevolence that receives encouragement and support from Baltimore. Few of our citizens know even of the existence of this institution and the important influence it is exerting for us in North Carolina, and the immense amount of good it is conferring upon her youth. Mr. White in life and in death was not unmindful of the claims of humanity.

Among other bequests in his will, he left $100,000 to found "THE MILES WHITE BENEFICIAL SOCIETY OF BALTIMORE CITY," the object of which, as stated in the articles of incorporation, is to "*promote piety and christianity (especially by the dissemination of books and tracts,) to extend aid to the young in their religious, moral and intellectual training and education, and to relieve the deserving poor.*"

The work of the society is managed by a Board of Trustees composed of Francis White, Francis T. King, James Carey, Caleb Winslow, M. D., Joseph P. Elliott, Miles White, Jr., and Francis T. White, of which Francis White is president. The scheme and operation of this society show the comprehensive and prospective benevolence of Mr. White, and that he was specially desirous of fortifying the youth of our land against the insidious and destructive agencies of evil literature by supplying them with that which is wholesome and pure.

In his personal and domestic life, Mr. White was studiously exact in the fulfilment of his duties. Among the "Friends" he was regarded as one of their most upright and useful members.

In business transactions he was exact to the letter. Faithful in the discharge of every obligation, he required fidelity in all others who had dealings with him.

He died at the advanced age of 88 years March 13th, 1876, having retained his faculties to the last, and personally conducted his interests to within a short time of his death, illustrating in his old age the value of a virtuous youth and correct manhood, in sustaining the weight of old age.

He is succeeded by his son, FRANCIS WHITE, who is associated in the direction and management of a number of financial, business and philanthropic institutions.

CHARLES JOSEPH BAKER.

Our aim throughout this work has been to present to view, all the elements, forces and influences that combine in the building up and advancement of Baltimore. Selfish consideration and limited observation, cause men to overlook everything which does not appear immediately to profit them. Hence useful men of the past are not honored, and those of the present are unheeded, except so far as men may avail themselves of the results of their work.

A more intelligent observation may take a wider range, and appreciate the value of enterprising men to the material interests of the community, yet not comprehend the whole situation so as to understand the economy of things, and see the direct and indirect agencies, with which these men are moulding, strengthening and elevating the entire fabric of society, moral, intellectual and religious, as well as material.

The different phases of a city's life, commercial, social, educational and moral, are co-ordinate, and so intimately related that influences exerted in one part, are felt throughout the whole.

They who recognise and act upon this, are the useful men of every community; in proportion as they succeed, society derives the benefit of their enterprises.

Only the man endowed with a liberal nature, and trained under generous influences, can take such a view of the relations of human society and of his own to it, as to regard his work in the light of a tributary to the general welfare.

We have such men in Baltimore, who take a noble view of life, and regard their pursuits as a *vocation*, whose attainments are not to be exhausted upon themselves, but shared by the community and mankind.

The gentleman whose name appears above, we select as an eminent example, who through the many enterprises of his business activity, and his social and religious relations, is doing an immense work for the material and moral welfare of Baltimore.

We do not purpose an eulogy of Charles J. Baker; we make a record of his work here, in order that he may appear to the just appreciation of our citizens, all of whom derive some advantage from the many enterprises through which he is extending the industry, enlarging and increasing the trade of Baltimore.

Mr. Baker was born May 28th, 1821, at "Friendsbury," the country seat of his parents, William and Jane Baker, now in the city of Baltimore.

His grandfather, William Baker, made an orphan by the Indian massacre of his parents near the site of the city of Reading, Pa., at the base of the Alleghany Mountains, came to Baltimore at the age of twelve years, and without family, friends or means, carved his way to eminence, at the head of the Dry Goods House of William Baker & Sons. His maternal grandfather, Richard Jones, emigrated hither from Wales in 1781, and located at Fell's Point, where he established the business of making Oils and Paints, a branch of industry which has been continued by three generations of his descendants. In 1798, Mr. Jones purchased a tract northwest of Baltimore which he named "Friendsbury," and remained the homestead until sometime subsequent to the death of Mr. Baker's parents. Mr. Jones became a prominent member of the Wesleyan Methodist Society, and was a personal friend of its celebrated founder.

CHARLES J. BAKER having received his preparatory training at the Franklin Academy, Reisterstown, under N. C. Brooks a distinguished teacher, prominently identified with the educational interests of Baltimore, in 1835 entered the Grammar School of Dickinson College, Carlisle, Pennsylvania. He graduated in the class of 1841, under the presidency of Rev. John P. Durbin, D. D. The four years of college life he dilligently improved, and their mental discipline has been of invaluable service to him, not only in contributing to

his deserved prominence in commercial affairs, but in furnishing him with resources for usefulness and influence in society and the church.

The advantage of a collegiate education to the business man is manifold. It not only supplies him with sources of intellectual culture and gratification, but makes him a more comprehensive man, and gives him a basis on which to erect a far higher and more influential life, than he would otherwise have. The general diffusion of knowledge, and

Charles J. Baker

advancement of science, art and literature, demand of those who conduct the mercantile and industrial affairs, more than skill in manufacturing and tact in trading. They cannot rise to the full importance and dignity of their calling, without a high degree of mental and moral culture.

While at the Grammar School in Carlisle, 1836, Mr. Baker united with the M. E. Church, and thenceforth became an active christian.

Returning to Baltimore after graduation, his father placed him in the counting room of his Window Glass Factory, at the foot of Federal Hill: the Baltimore Glass Works, (page 283.) In 1842, he and his brother Henry J. Baker, embarked for themselves in the Paint, Oil and Glass trade, at No. 2 N. Liberty Street. They were successful from the first, and by a new spirit of enterprise, infused activity into the trade, and soon became proprietors of the "Baltimore Window Glass, Bottle and Vial Works," formally operated by Shaum & Reitz. The business rapidly augmenting, they removed to 42 S. Charles Street, and in 1848, purchased two commodious warehouses, Nos. 32 and 34 S. Charles Street, when the firm was styled Baker & Brother. In 1850, the two warehouses were destroyed by fire with all their contents, and $75,000 worth of stock, but with characteristic enterprise, they rebuilt their present spacious quarters, and the same year established in New York, the house of H. J. Baker & Brother, which became one of the largest firms of that city, in the trade in Paints, French Plate Glass and Chemicals. Mr. Henry J. Baker, whose death his family have recently been called to lament, rose to great prominence in the commercial community of New York, and enjoyed a high reputation, as a useful christian gentleman.

In 1851, the Baltimore firm was changed to Baker Brothers & Co., on the admission of Joseph Rogers, Jr., and continued thus, until 1865, when Charles J. Baker purchased the entire interests of H. J. Baker and J. Rogers, and admitted his sons William and Charles E. Baker, and subsequently another son, George B. Baker.

In 1859, Mr. Baker was elected a director of the FRANKLIN BANK; his counsel and active support, greatly aided in conducting it through the stormy period coincident with the breaking out of the civil war; and in 1866, he was elected its President and continues to hold the position.

In 1860, he became a director in the CANTON COMPANY, and in 1870, was elected to the presidency, which he held until his resignation in 1877.

He is largely interested in other great corporations, as the MARYLAND WHITE LEAD COMPANY, the MARYLAND FERTILIZING AND MANUFACTURING COMPANY, the BALTIMORE CAR WHEEL COMPANY, (page 244,) CHEMICAL COMPANY OF CANTON, of which he is President and his son B. N. Baker is Secretary.

It was through his energetic efforts, in connection with William G. Harrison, President, and others, that the UNION RAILROAD and TUNNEL were constructed; giving the Northern Central and Western Maryland Railroads, a *tide-water terminus* at Canton; which has immensely facilitated the manufacturing and mercantile interests of Baltimore.

Casual observation of these great enterprises in which he is immediately interested, reveals somewhat of his importance to the commercial and industrial welfare of the city; but a closer investigation into their nature, and extensive relations to other departments, give a fuller appreciation of his value. Presumably, there is not a branch of trade, which is *not* sensibly affected by them, and being so largely industrial, they employ hundreds of hands, giving support to thousands of deserving people. Furthermore, as these comprehend some of the most important branches of manufacture, he has vastly added to the manufacturing resources and reputation of Baltimore, extending its trade, to the remote sections of the country, and by the superior character of the goods sent out from each department, has made us a successful competitor with Northern and Eastern cities.

Mr. Baker has always been heart and mind enlisted in the interest of Baltimore, and governed even in his individual enterprises by those liberal views which take in the welfare of all other branches. To advance his city, he has cordially co-operated in movements designed to increase its facilities for trade, sometimes at a pecuniary loss, which was plainly forseen, and yet were necessary to public prosperity.

With the sincere desire to promote the moral as well as commercial welfare of the city Mr. Baker purchased the controlling interest of the "GAZETTE," recognizing the agency of the Press to this effect, and announced in the prospectus, the noble principles and

policy which are found on page 59 of this book. Finding it impossible to give the Journal, the personal control and supervision necessary to make it subserve his high purpose, he disposed of his interest to its present proprietors.

So far, we have considered Mr. Baker as the *business man;* whose success and irreproachable conduct, in his multiple and complicated commercial relations have lifted him to the highest position in mercantile ranks. He has given testimony, in his conspicuous attitude before this community, that the highest success is attainable by the unvarying practice of honesty and virtue, without resort to *guile* in merchandizing or adulteration and *tricks* in manufacturing, which are commonly said to be essential to financial success.

Mr. Baker sustains other and higher relations to this community, than commercial, through which he is sending out influences that are moulding other lives, and shaping the more abiding and stupenduous structure of character. He early recognized his obligations as a citizen and christian, and from our personal knowledge as well as observation, we judge that in youth he set a high ideal of life before him, towards which he has been constantly rising. To discharge the duties of the citizen, he has always been quick; comprehensively grasping those principles and policy which determine the best estate of a civil community, he has consistently, and in official positions *courageously* practiced.

He took an active part in the municipal reform movements of 1859-60; was elected to the Second Branch of the City Council on the ticket with George William Brown as Mayor; was chosen President of that Branch, although the youngest member, and during the civil commotions following the 19th of April, 1861, was acting Mayor, in the absence of Mr. Brown at Fort Lafayette, until the Council was disbanded by military order. During this trying ordeal, Mr. Baker conducted himself with the courage and dignity of the christian citizen.

He was subsequently appointed one of the Finance Commissioners of the city.

The basis of Mr. Baker's character is his religious principle, fortified by a constant study and application of the WORD OF GOD. Though connected with the Methodist Church, he is liberal towards all other christian denominations, and cordially co-operates with them in religious and benevolent works.

In associated religious work, he was early connected as a trustee and member, with the "Baltimore City Station of the M. E. Church;" in rebuilding and extending Eutaw Street M. E. Church, and in the building of the Madison Avenue M. E. Church; was the chief organizer and contributor to Chatsworth Independent Methodist Church, and Bethany Independent Methodist Church at Franklin Square, (page 86.)

Religion with him is not confined to public acts and organized efforts. It is a practical power diffusing itself through all the relations of his life, and without ostentation or pretension seems to be the dominant principle of his character; we say this, not for his praise, but to show, to the young especially, that true religion can and ought to be exemplified, in every sphere and department of life. Religion, if it is to be of any service, should be carried into the office, factory, workshop, warehouse, bank, exchange, as well as in the family and church; not carried as a robe thrown over the arm, or in formal words and exercises, but as a living, fruitful spirit, always acting up to the standard of undeviating rectitude, and animating others with a love of truth and equity.

Mr. Baker has ever been a liberal contributor to the organized charities of the city; and he readily responds to the cry of human suffering and want. He often enjoys the luxury of giving comfort and consolation to those who need sympathy and aid; and in this work, he has the warm sympathy and co-operation of his wife, who devotes much of her time to humane and christian works.

It is a grand thing, in a city of our dimensions, where many destructive agencies are seeking to undermine and destroy our social and civil fabric, that we have men of wealth, business activity and influence, who are strengthening us against them, and whose means and efforts are employed in constructing the best things, on an enduring basis.

RICHARD JONES BAKER.

In 1781, emigrated to this country, from Carnarvonshire, Wales, a man thoroughly characteristic of his countrymen; possessing in full combination, their unyielding virtue, hard sense, iron toughness of principle, genial humor, and simple piety. He located on Fell's Point in Baltimore, to provide a home for his family, whom he had left in Liverpool, where he was married. His name was RICHARD JONES, the maternal grandfather of the Brothers Baker, for whom the subject of this sketch is named. He was born in Carnarvon, North Wales, January 30th, 1751, and was a man of original qualities and unquestioned power, and exerted most important influences at that early formative period of Baltimore's history. In early life he became a devoted christian and member of the Wesleyan Church under John Wesley's preaching. In this city, no layman did more important service in establishing and advancing the cause of religion in connection with the Methodist Church. He was one of the principal members of the first Methodist Church organized in Baltimore, and actively engaged in the erection of the second meeting house, in Strawberry alley on Fell's Point, and being quite an artist, painted with his own hand, over the pulpit the words, "Thou God seest me." His home, "Friendsbury," was the preacher's abode, where Bishops Asbury, Whatcoat, and others rested during their labors, and was itself a sanctuary where every week, the voice of praise and prayer ascended to the God of his fathers, and the Word was daily administered.

He was pre-eminently a man of faith and prayer. His whole life was sustained upon the most exalted and unshaken trust in God's providence. His favorite saying, which he marked with his own hand on the wall of his end room at "Friendsbury," was, "God's providence is my inheritance." There was a rare beauty as well as giant strength about this man's christian character. Writing from the Warm Bath Springs, Virginia, he says, "Above all considerations under heaven, I bless God I have had and still have sweet fellowship and converse with heaven. The shady trees on the banks of the river Opequan, where I walk morning and evening, have afforded me a transcript of paradise."

By that necessary relation which subsists between cause and effect, children reared in the atmosphere of such a home as Friendsbury, and trained by such a father, must become upright in character, useful or pious in life. Not only so, the conditions of that covenant with which Richard Jones so faithfully complied, secured to his descendents the "inheritance of God's providence," and advantages of His grace. The present generations of the family, have found no failure to that inheritance, no interruption in the succession of Almighty favor.

RICHARD J. BAKER is the second son of William Baker, and grandson of Richard Jones. He was born in this city, January 13th, 1812. He received the ordinary instruction of the academical schools, and completed his studies in Asbury College on Howard Street. He then entered the store of William Brundige in the paint and oil business on Cheapside, where he remained for five years. He devoted himself closely to the business and soon acquired complete knowledge of all its branches and was enabled to begin for himself at the early age of twenty-two. The house was founded by Stanley & Co., and March, 1834, R. J. Baker was made partner, when the firm became Stanleys & Baker.

In 1837 the Stanleys retired, and Mr. Baker continued alone. During this period the business was confined principally to Drugs and Dye Stuffs.

About this time the question of fertilizing soils arose. The development of the rich farming lands of the West, and increasing facilities of communication with the East, threatened to injure seriously the agricultural interests of the older States, whose thin

soils had become nearly exhausted. The discovery of Guano Islands was providentially opportune. The first introduction of guano was to this port, and we justly claim priority in this immense interest. The expensiveness of guano and its volatile character, rendering it rather a stimulant than a permanent manure, led to experiments in the use of other substances combined with it, and finally to substitutes. Chemistry was brought into requisition and supplied the materials and combinations, which have, as it were, renewed the face of worn out nature, and "made the wilderness to blossom as the rose."

Mr. Baker was among the first to take up this great interest. He gave it that careful investigation which is characteristic of his mind, and fully satisfied of its usefulness as

Richard J. Baker.

well as profitableness, began on an extensive and expanding scale, the manufacture and manipulation of *Fertilizers*. This was done on a reliable, scientific basis, which resulted in the discovery of *special formulas* for the various productions of the soil. Mr. Baker's house then began to furnish farmers with facilities for obtaining unmixed chemicals, and compounding special formulae, enabling them at a greatly reduced cost to provide themselves with the necessary and *unadulterated* article.

The beneficial results of this were two fold. It established a business in this city, which has become one of its leading interests, and relieved the farmers and planters of the East and South, enabling them to renew their lands and regain their waning fortunes.

From 1837 to 1866, Mr. Baker conducted the business alone, when he associated with him his nephew, Richard J. Hollingsworth, whom he had trained and has since been the active business manager, and among the foremost in perfecting formulae, and extending the trade throughout the Middle and Southern States.

Mr. Baker's course was a steady advance; though free from the spirit of restless, competitive enterprise, his house rose to a leading position in the trade, which it has never lost. His calm spirit, undisturbed by the striving forces of the markets, his judicious opinions generally verified by the issue of events, his unimpeachable honor established him firmly in the confidence and regard of the community, and gave his influence and views value, which attach to those of comparatively few. He had often been solicited to take positions of direction and trust in financial institutions, but his modest, shrinking spirit has declined them.

He is vice-president of the Maryland Fire Insurance Company.

At the organization of the Piedmont Guano and Manufacturing Company, he was elected President, which, having the advantage of his knowledge and ripe experience, has become one of the most successful in the city.

The result of the business of Mr. Baker's house, and others in the fertilizing interest, was to effect closer commercial relations between Baltimore and the great agricultural States of the South, and to supply them with a new soil, as it were, from whose reduplicated returns we have been enriched. The importance of this branch of trade may be readily appreciated from the close alliance which exists between agriculture and commerce. Dependent as all interests are upon the productions of the soil, a large commercial city like Baltimore, for its own welfare, must facilitate the farmer in producing the grain and raw material, without which our ships would rot at their wharves, our factories hush their noise and rattle, and our warehouses go into decay. In the economy of trade the merchant who is simply the "go between," to the producer and consumer, is important and essential; the manufacturer is equally necessary to prepare material for consumption and use. They however only handle what the producer *may* raise. A house like R. J. Baker & Co.'s is in a sense, producer, merchant and manufacturer, and directly aids each class, and promotes the prosperity of all.

We regard Mr. Baker's house as having exerted incalculable benefit upon this city, in the rise and development of this interest, which has multiplied the cereal, cotton and other productions of the country, and our commercial and manufacturing transactions.

While the House has given special attention to the perfecting and development of the Fertilizing business, it has continued largely to import and deal in dye woods, chemicals, aniline dyes, grocers' drugs, glue and other kindred articles.

Faithful to the instructions and Godly influences of his father's home, Mr. Baker early became a christian and member of the Methodist Episcopal Church, of which he has continued a useful member and steadfast supporter, though his religion is of a liberal type; evangelical, comprehending in his sympathy and fellowship all christian denominations. Though his natural reserve and physical delicateness have prevented him from taking a conspicuous part in public movements in the city and church, he has always been the warm friend of all proper agencies of good, aiding them with his means and encouraging with his sympathy.

In 1877, he purchased "LOCUST DALE," a farm near Freedom, Carroll County, Md., where he now resides, as more conducive to his health. He has his different interests so thoroughly arranged and managed by his associate, R. J. Hollingsworth, and others, that he spends but two days of each week in the city. His country place is beautifully located and possesses strong attractions for one of his quiet habits and susceptible spirit. We think it not difficult to discover in him, an inherited love of the country, as a refuge from the noise and contentions of the restless world of trade, for the cultivation of character

and repose of spirit, as so often expressed by his grandfather Jones, in his letters from his rural retreats. In one letter, the old man wrote, "If consistent with the will of God, I could sweetly spend the few remaining days I have to live, with just as much as would keep soul and body together, in preference to the most dainty table in the universe. And must I return to Egypt again—to the world? If I could with any degree of propriety, I would say, 'Lord God, forbid.'"

Mr. Baker has presented in his quiet and unobtrusive way a phase of successful business life which we do not often see, and one that illustrates the fundamental principles of a true life, whatever the forms its enterprise assumes. Permanent success does not grow out of mere activity, perseverance, and judicious action, but personal virtue, combined with these. Its substantial foundation is the eternal principle of rectitude, operating in the soul and throughout all the minutiae of life. We know of no one who has more consistently and invariably manifested this than our friend of whom we write.

WILLIAM GEORGE BAKER.

The illustrious members of the Baltimore Bar, whom we have briefly portrayed in these sketches, viz: William Wirt, Roger B. Taney, John V. L. McMahon, John Purviance, Reverdy Johnson and Frederick W. Brune, each displayed a different phase of character and professional life.

WILLIAM GEORGE BAKER, whose memory still hovers about our courts, and is cherished by the elder members of the Bar, well deserves a place among these distinguished men; and he too left an individual and characteristic record, which adds an additional lustre to the Bar of Baltimore.

He was the eldest son of Judge William Baker, and grandson of William Baker the founder of Wm. Baker & Sons, and, on his mother's side, of Richard Jones. His father, Judge Baker, was a gentleman of the old school, distinguished for his high personal character. He was Judge of the Orphans' Court for many years and enjoyed the universal esteem of his citizens. Like his father, he was a man of decision and firmness in action, though gentle in manner and spirit. Judge Baker maintained the home at "Friendsbury," as its founder, Richard Jones, had established it, the abode of religion and social joys; he reared his children in the exercise of a pure and generous christianity, and furnished them with all facilities for their education and culture.

The subject of this sketch, William George Baker, his eldest son, was born in Baltimore, January 19th, 1809, and was the only one of the four brothers who pursued a professional course. The others, Richard J., Henry J., and Charles J., preferred commercial life, and became successful, prominent merchants and manufacturers.

A peculiar interest attaches to the life of William George Baker from his childhood. His physical constitution was delicately constructed, and his parents feared that he would not attain to manhood. His mind however was strong and active, and as he grew, seemed to invigorate his body, until in some measure he became robust and athletic, and enabled to share in the sports of the playground and fields with a zest equal to any of his schoolfellows. His boyhood was germinal with those traits which nobly distinguished his manhood. His spirit was gentle, his disposition kind, his heart sympathetic, his will resolute, his conscience keen and tender. With such qualities, it was not strange that he was an universal favorite of the boys. As a scholar he was diligent, bright, persevering, investigating. His memory quick and retentive, his reason strong and conclusive. Mathematics

was his favorite study, and he usually solved its problems by original methods, independent of the text books and rules. His proficiency was so great that his teacher engaged his assistance in the preparation and publication of a mathematical work. This old teacher, in his devotion to his pupil, frequently threw his arms around him, saying, "I do love you, George."

He was the "soul of honor itself," and his inviolable love of truthfulness, and justice, gave the teachers and scholars implicit reliance in his word and conduct.

He very early indicated his disposition to confer good, and spent much time in the instruction of the servants and slaves of his father's household. One slave he taught from the alphabet, till he was able to study the Bible for himself, and became the preacher to his own people; and after being freed, the pastor of a colored church in Boston.

At fourteen years of age he entered St. Mary's College, and graduated after the four years course, July 17th, 1828. Besides the usual studies of the curriculum, he read extensively, history and general literature. Having in early youth determined to pursue the legal profession, he sought to prepare himself thoroughly. He placed a high ideal of the lawyer before him, which he was permitted to reach.

This he expressed in the "LAWYER'S PRAYER," written in his exercise book, 1828.

THE LAWYER'S PRAYER.

"Ordained to tread the thorny ground,
Where few I fear are faithful found,
Mine be the conscience void of blame,
The upright heart, the spotless name,
The tribute of the widow's prayer,
The righted orphan's grateful tear.
To virtue and her friends a friend,
Still may my voice the weak defend!
Ne'er may my prostituted tongue
Protect the oppressor in his wrong,
Nor wrest the spirit of the laws
To sanctify a villain's cause.
Let others with unsparing hand
Scatter their poison through the land;
Inflame dissension, kindle strife,
And strew with ills the path of life.
On such her gifts let fortune shower,
Add wealth to wealth, and power to power;
On me may fav'ring Heaven bestow
That peace, which only good men know,
The joy of joys by few possessed,
The eternal sunshine of the breast.
Power, fame, and riches I resign;
The praise of honesty be mine,
That friends may weep, the worthy sigh,
And poor men bless me, when I die."

These high, pure, christian aspirations were beautifully realized, and his whole life was radiant with virtue, which seemed to coronate it, as a reflection of the divine Son, to whom his soul was always uplifted. He commenced the study of law, two months after graduation, with the late David Stewart.

In the list of his legal books, he placed the *Bible* first, not only regarding it as a Book of moral and religious instruction, but as containing the essence, substance and basis of all true legislation and jurisprudence. After four years of close study and vast reading, he was admitted to the Bar, April 17th, 1832. At the age of twenty-two this young lawyer, with his sensitive, delicately strung spirit, reared amid the gentle, pure influences of a christian home, stands upon the threshold of a profession which, perhaps more than any other, tries the reins of the heart, and demands moral strength. Looking back into the security and serenity of his father's home, and then forward into the wide, perilous world, he planted his first step firmly in the path of life, resolutely determined to shun its temptations and conquer a noble destiny.

Though not as yet a professing christian, he felt that he was under the protecting shield of his parents' God, and that the Providence which was their inheritance, would never fail him.

He carefully surveyed the field of the Law, and knowing well his own sensitive nature, at first resolved that he would not practice in criminal courts. He had no ambition to

acquire popularity in pleading, nor to shine as "one of the lights of the bar." Above all he wished to avoid all practice which aroused covetous desire for large fees, or that was founded on the maxim that a client's cause must *always* be regarded as right. He would not allow the sophistry of the profession to gather its mists about him, to dim the sunlight of Justice, and lead him from the plain path of truth.

He entered into partnership with David Stewart and John Carrere, lawyers of large practice; and while he was overwhelmed with business, pursued the study of the science of law and government. He became learned in the philosophy of law, and its history and application, in all ages and among all peoples, from the origin of the race. He acquired a fulness of information, and precision of knowledge, which made him an authority in all branches of the law. His learning was always at command, his judgment invariably clear, his statements accurate, his conclusions impartial. One of his legal associates said of him, "William George Baker could not fail to be of the greatest use in the profession. After all, nothing is so important and influential for good or ill, as character. Wherever a man goes, in whatever work he engages, his character impresses all around him. This was the great power Mr. Baker wielded. His influence was always and everywhere on the side of right. I have never known a purer or more perfect character."

It was said, that when a cause was submitted to him, he would not bring it into court, if it could be settled privately and amicably; his peaceful and peacemaking nature recoiled from unnecessary litigation and strife. Although he was one of the most quiet members of the Bar, he was as generally known in the community as any. His reputation and influence were diffused, like leaven, throughout the city, as the following incident illustrates. A stranger, needing the services of counsel, asked a gentleman on the street to direct him to an honest lawyer. The gentleman said, "There is one lawyer here about whom there is no mistake; go to William George Baker."

The merchant, financier, real estate owner, the widow, orphan, poor man, sought him alike, as their counsellor, not for his superior knowledge only, but especially from the consciousness that he would make their case his own, and prosecute it with unremitting diligence, to its close. His loving, sympathetic nature made him the friend of all in trouble and affliction, and frequently he surrendered lucrative cases to attend to those of the needy and distressed.

His experience and observation in his professional practice led him to take a deep interest in every effort to alleviate sorrow and suffering, and also to elevate public morals and education.

The first public cause to which he devoted himself was education. One of his co-laborers said, "This cause was of all others, save that of religion, the nearest to his heart." He became deeply concerned for the religious and intellectual training of children, and actively engaged in Sabbath School work; and in a public address, gave his views of its grand mission; said he, "The importance of the Sunday School cause cannot be too highly estimated. Its primary object is to impart religious instruction to the young; * * * * to teach them their duty not only to their fellow-men, but to Him who gave them being; and this not by the rules of any system of philosophy of man's invention, not by the precepts of any morality, which regards alone the happiness of man here, but by the teachings of inspiration, by those lessons of wisdom which our all-wise Creator has himself given for man's guidance and instruction." After the religious education of the young, he interested himself in the secular schools. He was elected to the Board of School Commissioners, of which he became President. Appreciating the vast importance of his position, the transcendent interests involved, to the youth themselves and to the city and State, and the necessity of proper and thorough training in the Public Schools, he labored incessantly and assiduously at his post. Political partizanship, or sectarian bigotry, could not divert him a hair's breadth from his conscientious discharge of his duty to the *whole*

community. One of the female graduates of the High School, 1855, paid a beautiful tribute to his memory, which uttered the sentiment of all the other graduates.

With a number of philanthropic citizens, he organized the Association for the Improvement of the Condition of the Poor, of which he was President. The Baltimore Orphan Asylum, Aged Women's Home, the Maryland Tract Society, the Bible Society, the House of Refuge, and other benevolent institutions, found him a warm friend and zealous co-laborer. He seemed to be full of the spirit of his divine Master, of whom the sacred writer said, "When He looked upon the multitude, He had compassion on them, as sheep without a shepherd."

While pursuing his quiet life of professional practice and benevolent work, he was called by the demand of public need of such a man, to accept the nomination to the House of Delegates in the Maryland Legislature. He was elected on the democratic ticket, a large number of the opposing party voting for him. It was the first session succeeding the adoption of the new State Constitution, and one of the most important ever held. He was appointed Chairman of the Judiciary Committee. He delivered the "speech of the session," which caused the defeat of the Senate bill reducing the "direct tax," three-fifths, thus saving the honor and fair fame of the State. For his action, he received the encomiums of the Press of Maryland, and thanks of his fellow-citizens for saving Maryland from impending disgrace.

The "Maryland School Bill," introduced at this session, containing many objectionable and perilous features, he was mainly instrumental in defeating. It raised the issues between our Roman Catholic and Protestant citizens, and had it have passed, would have entailed on the city and State a bitter and continued war, subversive of the aims of the system of public instruction. His speech was characterized by the most exalted, enlightened and liberal statesmanship, to which the most bigoted advocates of the bill could take no exception.

Mr. Baker, in his public career, displayed all the qualities of the christian philanthropist, statesman and reformer. The basis of his work in each sphere, and his guide of action, was the *Bible*. He took from that, the inspiration of his life, and would proceed in no direction, advocate no plan, engage in no enterprise, that were not in consonance with its holy and righteous precepts. This was the torch which he held up, in every path, to see if he could conscientiously walk therein; the touchstone, by which he tested every call to action; the rule, by which he solved all the problems of life; the final appeal, in all questions at issue.

As a public man, he did a quiet work, but an important one, whose influence still continues, shaping men and events. The agencies of nature cease not, when the visible signs of their work disappear. When the storm has ceased, the winds lulled, the clouds rolled away, and the peaceful calm rests over all, the results continue, renewing and purifying all nature. When good and great men pass away, "their works do follow them," in the ever widening circles of civil and social life. In the continued *evolution* of society, their agency appears, molding certain forms of thought or organization. This is certainly true of the life of William George Baker; we have no doubt that his pervading influence, sensibly affected the career of others, who, like our lamented, pure and gentle Brune, have in their turn perpetuated the agencies of good.

It is not within the scope or design of these sketches to portray private and social life, hence we must omit some of Mr. Baker's most beautiful and noble actions and experiences. How he was sustained under severest affliction; how grandly he demonstrated the nobility of manhood, and the marvellous grace of his God. We have represented him as one of the noble men of Baltimore, to whom we owe a debt of gratitude and whose name must be enshrined among her cherished treasures.

His whole life is beautifully, forcibly written by the affectionate hand of one of his accomplished sisters, who followed him to the "land of rest," Mrs. Dr. Graves, a lady, who, with the four other sisters, was distinguished for culture of mind and benevolence of heart, three of whom remain, whose lives are a present benediction to the humble and afflicted.

Mr. Baker died October, 1855, in the quiet yet assured faith of christianity, and personal hope in its Redeemer. He was a member of the Methodist Episcopal Church, and a christian of liberal sympathies.

We cannot more appropriately close this sketch than with an extract from the testimonies of his associates of the Bar.

Hon. George William Brown, after the reading of the resolutions of the Bench and Bar, paid an eloquent, affectionate eulogy, saying, * * * * * "He was always distinguished by a singular modesty, which induced him to shun notoriety; by a spotless integrity, which was never sullied by even the breath of suspicion; by a conscientious fidelity to duty, which prompted all his action; by an affectionate and kindly nature, which won friends everywhere; and by a noble consistency which characterized his life. The recollection of a character so nearly perfect, will as long as life endures, be among the most valued and cherished of my memories.

"As a lawyer, he was more than well read in his profession. He was deeply learned, and accurate in his knowledge, quick in perception and sound in judgment. In these qualifications he has left behind him no superior among his cotemporaries at the Bar; and if I am not carried too far by the partiality of friendship, I will venture to say, he has left no equal.

"It was my custom, whenever questions of serious difficulty arose in my practice, about which I felt embarrassed, to refer to him for advice. He was remarkably cautious in the formation and expression of his opinions; but when he gave one I felt myself fortified as if by the weight of a high judicial decision, and I can safely say that I have never known him to express an opinion which afterward I had reason to think was wrong. * * *

"So high was the appreciation of his character by his fellow-citizens that I believe there was no office in their gift to which they would not have been glad to appoint him. At the very moment he was taken from us, they were electing him by their votes to an honorable post of public trust, in an important crisis of affairs of our city. * * * * * The loss of such a man cannot but be widely felt."

The United States District Attorney moved the adjournment of the Court, with an eloquent tribute to his memory. He was followed by William P. Preston, Esq., as follows:

"I rise, may it please the Court, to concur in sentiments so beautifully expressed by my learned friend, the District Attorney. * * * * * * * * William George Baker was certainly a man of extraordinary excellence. In all the relations of life, he was without reproach—calm, firm, kind and just; in a word, I think it would be difficult to point out his equal. * * * * * * * The honor paid his memory by the adjournment of this Court, will, I am sure, find a response in every heart."

At the early age of forty-six he was taken from a life of extraordinary success and usefulness. He had filled positions of honor and trust in the city, state, church, society and politics. We know not, in this or any city, of one of his years, having attained such completeness of life, and wrought his influence into the texture of society, in its every department.

Though his sun darkened and went out at the noontide of life, his day's work was done and well done; and he calmly went to sleep in the blessed hope of waking in the morning glories of that world where the Lord God is the Sun, and the Lamb is the light thereof.

BALTIMORE.

The Origin and Meaning of the Name.

A thousand years before the Christian era, when King David sat on the throne of Israel, the Egyptians and the Phœnicians were the ruling powers of the world; which, at that time, meant the region around about the shores of the Mediterranean.

The Phœnicians, as is well known, were then the first of commercial nations. They were firmly established along the coast of Syria at a very early period, and seem to have been a powerful people, when Egypt was as exclusive as China, with no intercourse with the outside barbarians, and when the Greeks were savage and wandering tribes.

In fact, the Phœnician cities of Tyre, Sidon and Aradus were the maritime seats of the Mediterranean in the remotest ages of which we have any trace. These Phœnicians were to the Egyptians, who had no ships and feared the sea, and to the surrounding nations what the Venetians were to Europe in the fifteenth century, and what the Dutch afterwards became. Their country was sterile and the soil ungrateful; forced to seek their livelihood on the sea, they soon became from their skill as navigators, and their enterprise as traders, very rich and powerful. They controlled the carrying trade of the world. At first they ventured but timidly on the untried Inland Sea and kept close to shore. But experience of the great Typhon soon made them fearless; so that in the times of David and Solomon, they carried on a brisk trade with all the peoples bordering on the Mediterranean, even to the far off Pillars of Hercules.

They had established colonies along the coasts of Libya and Spain, then known as Tarshish; Carthage had been founded by the ill-fated Dido, a refugee from Tyre; Gades (now Cadiz) was their trading post at what was then believed to be the end of the world; there they freighted their return galleys with the silver dug from the mines of Tarshish and the tin brought from Cornwall and the Tin Isles. Solomon acknowledges his indebtedness to Hiram, King of Tyre, and to his workmen for the help they gave him in building the Temple at Jerusalem.

The objects of the Phœnicians were always commercial. They were a people of trade and not of war; though no doubt when necessity or opportunity prompted, they were ready with the spear and bow whether for defence or offence. They were not, however, an exclusively marauding and piratical race like "the ship-borne warriors of the North." They excelled as workers in brass, in the beauty of their Tyrian purple; and are said to have been the first to invent an alphabet, and to manufacture glass and linen. They also discovered the uses of tin, especially as an alloy for copper.

To obtain this metal they dared the perils of the unknown outside world of waters, and sailing from Gades along the shores of Tarshish to the north, they stretched thence across the ocean to the Tin Isles (Scilly Islands) and finally reached Cornwall, and spread themselves as colonies of traders along the coasts of Albion and Erin. They do not seem to have penetrated far into the interior of those countries; they were merchants and not conquerors.

The trade in tin was a monopoly and source of immense wealth to the Phœnicians for many ages. It was exported from the Tin Isles and from Cornwall in galleys to Gades and thence distributed to the world.

But such power and wealth provoked the envy and cupidity of the Greeks. Between them and the Phœnicians existed a bitter enmity, and in the Homeric poems the Phœnicians appear as impostors and robbers. As the Greeks grew strong and great in war, the Phœnicians declined in power and influence; so that we hear little of them after the establishment of the Greeks as the ruling people in Southern Europe.

As to their religion, the Phœnicians, like all the early nations of whom we have any account, were given to the adoration of the Sun, Moon and stars, the visible manifestation of an invisible Power. Their patron goddess was Ashtoreth (the Moon), who was supposed to exercise a peculiar influence on the ocean, and, therefore, was to be especially feared and propitiated by a maritime people.

The Hebrews, as neighbors of the Phœnicians, were familiar with their belief and worship. The horrid sacrifice of children to the god Moloch excited the liveliest detestation of the Israelites; and so also did the worship of their chief deity Baal.

This god Baal is repeatedly mentioned in the writings of the Hebrews. We all remember how Gideon threw down his altar and cut down his grove, and afterwards, by a very clever *ruse de guerre*, dispersed his followers, the Midianites and the Amalekites; and we have in the same writings an account of a miraculous prayer-test, by which Elijah discomfited the four hundred and fifty prophets of Baal, and slew them at the brook Kishon.

The word Baal, Bel or Belus, means lord. It seems to have been a common prefix in the Phœnician language, as we have Belphegor (the lord or god of marriage), Belzebuth or Beelzebub (the lord or god who preserves insects). It is worthy of remark, that these latter names were applied by the Hebrews as terms of opprobrium, to that personification of all evil known as the Devil, and the name of Beelzebub is still one of his commonest designations.

The word Baal used by itself signified the Lord of all, who was presumed to be manifested in the Sun, the source of all life on the earth. The Greeks identified this Baal with their own Sun-god Helios; Baalbek means the city of the Sun, and was so named by the Greeks, Heliopolis. The almost universal adoration of the Sun-god shows in what importance he was held by all early nations, Egyptians, Persians, Syrians, Irish. Fire was appropriated to his worship and the tops of mountains were selected as his altars, or high towers were built, whence the light of his great fires might be seen of all men.

The Irish have a very ancient history. We do not pretend to pronounce a positive opinion on the accounts given by the early Irish writers, of the coming of the Phœnicians to Ireland. That Milesius was the name of the Phœnician who led his countrymen from Gades, in Spain, to Ireland in the time of King David the Psalmist, and established the race of Milesian Kings, and that his sons divided the country into the provinces of Ulster, Leinster, Munster and Connaught, are statements which have been doubted. But that the Phœnicians settled in Ireland, along the coast, and exercised a very decided influence on the religion, language and customs of the Celtic aborigines we think there can be no question.

There is no doubt that the adoration of Baal was as common among the pagan Irish before the times of St. Patrick and St. Columba as among the nations of Western Asia.

Like the Phœnicians, the ancient Irish, with outstretched arms, adored the sun under the same name of Baal, his great festival (*La Béal-tinne, i. e.* the Day of the Fire of Baal) was proclaimed by fires and other public demonstrations at the time of the vernal equinox, when the benign influence of the Sun begins to restore new life to the animal and vegetable world, and to this day, the Irish peasants are in the annual habit of lighting on certain hills, on the first night of May, what they still call *Bal's Fire*, though apparently ignorant of the origin of the custom.

Some learned antiquaries are of opinion, that the round towers of Ireland, of which so much has been written, are the ruins of the fire-temples of Baal. On the tops of these towers the Druids are said to have offered the sacrifice of fire to the Sun-god.

And St. Patrick alludes to this worship in his Confession, when he says: "That Sun whom we behold, rises daily at the command of God, for our use . . . . All those who adore him will be punished. But we believe and adore the true Sun, Christ."

We have thought it proper to premise the aforegoing as a recapitulation of antiquarian lore, which the general reader may have forgotten, but an acquaintance with which is necessary to an understanding of our purpose in writing this; which is simply to show *the meaning of the name of our city.*

The names of places as of persons are significant memorials by which a whole history is sometimes conveyed in a single word. That history we have sketched. And the word Baltimore, signifying the Great Temple of Baal, as we shall now philologically explain, carries the mind far back, through the dimly-lighted vistas of time, to ages when Baal, the personification of life and vigor, was the great God of the roving Phœnician and of the pagan Irishman.

As is well known, in the year 1625, James I of England conferred on George Calvert, his principal Secretary of State, the title of "Baron Baltimore, of Baltimore in Ireland;" which title became extinct in 1774. There is, so far as we are informed, but one town and manor of Baltimore, in Ireland, and that is in the parish of Tullagh, county of Cork, province of Munster, which town had been chartered by James in 1618.

Baltimore in Ireland, consisting of a town, sea port and manor, is situate on the eastern shore of a fine harbor in St. George's Channel. The ruins of Baltimore Castle on the summit of a lofty rock overlooking the pier, are extensive and picturesque. The town returned two members to the Irish Parliament till the legislative union, when it was disfranchised. It has now dwindled down to an insignificant village, containing a few hundred inhabitants, with a considerable coast trade. The only official person now left is a water bailiff, appointed by the proprietor and lord of the manor, Lord Carberry; by whose authority he collects certain dues from all vessels not belonging to the port which enter it.

What a contrast to its great namesake on this side of the Atlantic!

Yet in pagan times, ages before St. Patrick had landed on the shores of Erin, this place was one of the chief trading posts of the Phœnicians; there, was a great temple and grove dedicated to the Sun-god Baal with a retinue of officiating Druids and their sanctuary. The ruins of the fire-temple no longer exist, and the stones which formed the circle, arranged like that at Stonehenge and elsewhere, have disappeared; but the traditions of the people and the word Baltimore attest the fact.

The philologists of these latter days know the value of words as records of the past religion, customs, manners of a people. By means of words they have traced the races of men, which in pre-historic times swept in successive waves from the table-lands of Asia to the shores of the Atlantic.

Now, in this word Baltimore we have concentrated the migration of the Phœnicians from Syria to Ireland, the worship of Baal by the ancient Irish, and even the manner of that worship.

Baltimore is a compound word, and philology explains its meaning in this wise: *Bal* is a corruption of *Baal*, or *Béal*, the Sun-god; *Ti* is the Irish for a spot, place, circle; it also means, burning; *More* is the same word as the Irish or Celtic Mór, which means great or large. So we have the meaning of Baltimore, BÉAL-TI-MÓR, *as the great place or circle of Baal*, that is, THE GREAT TEMPLE OF BAAL.

[If any one should deem this derivation fanciful, we would refer him to the Irish Dictionaries and Lewis' Topography of Ireland, which books may be seen in the Peabody Library of this city.]

ALLEN BOWIE DAVIS.

The progenitor of the human race was a farmer. "And the Lord God took the man and put him into the Garden of Eden to dress it and keep it." Gen. ii: 15.

There is not a nobler occupation than subduing the earth and making it subserve the high purposes of its Creator. Agriculture, in the divine order of creation constitutes the basis on which all human employments, prosperity, happiness and attainments must proceed. Ancient poets attuned their Bucolics to the lyre of poesy; genius has rendered her tribute to rural life, upon the canvass and in stone; divine choice crowned as Judeas' most glorious King, a Shepherd Boy of Bethlehem.

The colonists of Maryland were English farmers of high and noble type, and the peculiar feature of Maryland in its earliest days, was the extensive plantations that lined the shores of the Chesapeake Bay.

Her farmers to-day, as a class, well maintain her ancient honor, many of whom have risen to social and political prominence.

ALLEN BOWIE DAVIS, a Maryland farmer, representative of the historical planter and a progressive agriculturalist, was born February 16th, 1809, at Greenwood, Montgomery County, Maryland, in the old Central Mansion built by his grandfather, Ephraim Davis, in 1755. Here his father, Thomas Davis, was born December 10th, 1769, and died February 11th, 1833. His grandfather and grandmother (Howard); his father and mother, daughter of Allen and Ruth Bowie, all rest in the family cemetery near the mansion.

Mr. Davis' family on both sides is among the best and most highly respected in the State; his paternal grandmother was a Howard, and maternal grandmother a Cramphin; and is closely connected with the Bowies of Prince George's and Montgomery and the Gaithers of Montgomery and Frederick Counties.

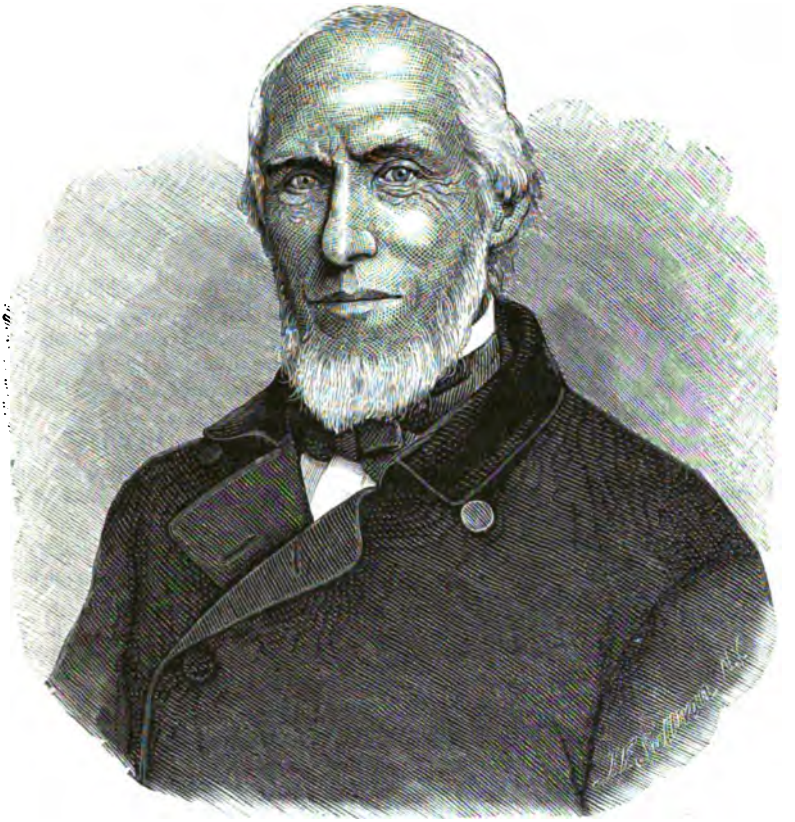
He was a delicate youth, and was consequently denied a collegiate education. His academic course was completed at Brookville Academy when he was sixteen, and he then went to work on the farm, walking between the plow-handles, bending over the sickle, tending stock, doing all the work of the farmer. His cultivation of the farm was so successful, his father gave him the entire management, while he devoted himself to surveying and writing wills, deeds, contracts, settling disputes as an arbitrator or umpire, so great was public confidence in his wisdom and impartiality of judgment.

He had filled successfully every position in the county from magistrate to Associate Judge of the County Court. He was the principal founder of Brookeville Academy, and for many years prior to his death, President of the Board of Trustees. He was one of the founders, chief supporters, and a vestryman of St. Bartholomew's P. E. Church; under the old constitution of the state, President of the Executive Council, the station next to that of Governor.

Allen Bowie Davis, the son, early developed into the successful farmer; and not only managed the home farm but three others, respectively two, six and eleven miles distant, entailed upon his care, by the death of his uncle, Dr. John Bowie, an eminent physician, This necessitated his being in the saddle continuously during the day, and gave him the active out door life his delicate nature required.

At the age of twenty-one he married Rebecca Comfort, the eldest daughter of Chief Justice Thomas Beale Dorsey of Elk Ridge, one of the most distinguished jurists Maryland has produced; noted for his punctuality, quick despatch of business, and considerate regard for the expenses and costs to suitors and taxpayers. He would not suffer dilatory motions, or arguments on non-essential points, and would frequently clip the wings of a soaring attorney by saying "the court does not wish to hear argument on that point." He was a practical and successful farmer. His estate, Mt. Hebron, consisted of

about 8,000 acres. To this he gave his personal attention during the interims of the Circuit Courts of Calvert, Anne Arundel and Montgomery Counties, and the Court of Appeals at Annapolis. It was one of the most perfectly cultivated and well managed estates in Maryland. Judge Dorsey represented his county and district in the Legislature



Yours very truly
S. H. Davis

of the State, and Reformed Convention of 1850. His record is highly gratifying to his family and sheds honor upon his State.

Mr. Davis' father died in 1833, and he was elected to fill his place in the Board of Trustees of Brookville Academy, and the vestry of St. Bartholomew's Church; the latter

position he still holds, and for many years has represented it in the Diocesan Conventions. In these conventions he has always exerted an important influence. It was largely through his exertions that the proposed division of the Diocese in 1868 was defeated, against the strenuous advocacy of some of the best talent of the clergy and laity. On this and nearly all important questions his valued and lamented friend, F. W. Brune, advocated the same side.

Through the efforts of the Board of Brookville Academy, Prof. Howard of the University of Virginia, then President, the Legislature passed an act prohibiting the sale of ardent spirits within a mile and a half of Brookville; this drew to it a large patronage from Baltimore, Washington and surrounding country. He was at that time the youngest member of the Board and thus was instrumental in securing the first prohibitory law in Maryland, and as far as known in the United States, since it preceded some years, the passage of the Maine Liquor Law. In 1862, he had this law extended over the entire election district, removing temptation from about 1,000 voters.

Mr. Davis, as President of the Board of Trustees of Brookville Academy, gave it his earnest and successful care.

Mr. Davis, during these years of active farming, found time to cultivate his mind, and acquaint himself with all questions of public importance. Thrown into association in his own home, and Judge Dorsey's, with the leading men of the State, he enjoyed unusual opportunities of understanding all questions affecting civil, political and financial interests. His opinions were highly esteemed by all, and the Legislature of 1840 having a large whig majority, elected him one of the State Agents (now the Board of Public Works) without instructions. His first act in the Board was to secure, against strong opposition, a *minority representation*, taking the ground that where politics could not be excluded from financial matters, both parties ought to be represented in the official boards, so that all interests might be protected.

He successfully maintained this position in the management of the Chesapeake and Ohio Canal, and under the workings of that principle, it was raised from entire suspension, fifty miles east of Cumberland, to completion in 1850.

About 1840, he was elected President of the Montgomery County Agricultural Society. In this position he greatly advanced the farming interests of the county. At the Society's request he purchased for the farmers, in 1846-9, about 1,400 tons of Guano, costing nearly $100,000, securing it at the importers' price in order to save them unnecessary expenses, and furnish it free from admixture or adulteration.

He was President of the Board of Brookville Academy for twenty-six years, during which he closely studied the progress and needs of education in the State. He was then elected President of the Board of Trustees of MARYLAND AGRICULTURAL COLLEGE, and at once instituted measures, to secure the designs of its founders, in making it a school of practical agricultural and mechanical instruction.

He was chosen President of the STATE AGRICULTURAL SOCIETY, and soon after inaugurated the regular monthly meetings, for the consideration of all matters important to farmers.

The Montgomery Manufacturing Company, otherwise called the Triadelphia Cotton Factory, established in 1809, had never been profitable to its owners. Mr. Davis, at the earnest solicitation of the late Colonel John Berry, accepted the presidency of it. He reorganized it, employed a new manager, and in six years it returned 100 per cent. in dividends upon its stock.

His public spirit was constantly manifesting itself in devising improvements for the people. He obtained the charter and stock subscription for the Brookville and Washington Turnpike Company, constructed the road, was its first president, and after having paid its debt, and being put and kept in perfect order, it paid several annual cash dividends. He retired after sixteen years service.

In 1850, he was elected to the REFORM CONSTITUTION CONVENTION, one of the ablest assemblies that ever convened in Maryland. There he met such men as Chief Justice Dorsey, Judge Ezekiel F. Chambers, Louis McLane, Wm. Cost Johnson, Ex-Governors Grayson and Thomas, and other representative men from all parts of the State. He was the author in this Convention of several important measures, particularly of that securing to agriculture the fostering care of legislative action. The amendments introduced by him are retained in the Constitutions of 1864 and 1867. He also introduced and advocated a plan for Normal Schools in the State.

In 1862, he was elected to the Legislature. The exciting circumstances and complications of the civil war made this an eventful session. In it were providentially many of the strongest and wisest men of the State, as Reverdy Johnson, Gen. James M. Cole, William Price, Thomas S. Alexander, Thomas Donaldson, and other prominent men. In that Legislature he had as a colleague his most valued friend, Robert P. Dunlop, one of the purest, most honorable, and upright of men. Of this Legislature, it was said, nothing could be obtained for private or individual interests and benefit.

At the call of Mr. Davis, a public meeting of the citizens of Montgomery County was held January, 1876, at the court house, when a resolution of his was adopted, convening the MONTGOMERY COUNTY CENTENNIAL CELEBRATION, at Rockville, September 6th, 1876. Mr. Davis was elected chairman of the executive committee, and presided on the occasion of the celebration, delivering one of the addresses. This was a notable gathering, comprising some of the most eminent citizens of the State, sons of Montgomery, among whom were Hons. Montgomery Blair, Richard J. Bowie, George A. Pearre, Joseph H. Bradley, Edwin Higgins, Col. J. W. Anderson, and many others. Montgomery has an interesting and honorable history. Named after the gallant General Richard Montgomery, who fell in battle before Quebec, December 31st, 1775. Its sons have always borne a brilliant part in the battles of their country and in civil and commercial affairs.

Mr. Davis having lost his wife in 1836 married again in 1839, his present wife, Hester Ann Wilkins, the daughter of the late William Wilkins, of Baltimore, a prominent and successful dry goods merchant, and most accomplished christian gentleman. From this marriage he had three sons and three daughters, the latter only surviving. His last remaining son, William Wilkins, who sought the invigorating climate of Minnesota for his health, married the beautiful and accomplished daughter of Bishop H. B. Whipple, but survived his marriage only one week, being but twenty-four years of age.

Mr. Davis, though approaching an advanced age, is actively interested in the movements of the day, and employs his pen upon questions of public interest, especially in agriculture; and a series of articles in the "Montgomery Sentinel," on *Retrenchment and Reform*, lately published, has attracted attention for their sound views and valuable suggestions.

With noble impulse and prospective wisdom, he sought young men of ability and character, encouraged, inspired and aided them to positions, who have become prominent and wealthy men in different parts of the country, and in their success and usefulness he has to-day an incalculable source of satisfaction and pleasure.

Mr. Davis has always been closely identified with the city of Baltimore, and spends his winters at his city residence on Madison Avenue. In his agricultural occupations and social life, he well illustrates those indissoluble links which connect the city and country, and harmoniously blends the unassuming farmer with the cultivated and dignified citizen. About his city residence and country mansion there are the same generous, unostentatious genial hospitality, and refined and cultivated influences.

The old Montgomery Mansion, though somewhat enlarged and modernized still stands, the home where, as in "ye olden time," the family and friends gather in unreserved and joyful association, with many of the old trees, shrubs, plants, &c., to recall the associations of the past. The tall Lombardy poplars, beacons of ancient hospitality, are gone with their generations, but the walnuts, chestnuts and graceful elms, the generous orchards,

weeping willows, of the last century, are there still. The same streams wind about the meadows, the same paths lead to the hospitable doors, near which the old snowball and crimson peony, mingle their hundreds of blooms; the mock orange and sweet-scented shrub exhale their welcome odor. It is the same old Montgomery Home, where the "Old Line" Maryland hospitality reigns and welcomes all.

The influence of Mr. Davis, upon the country life of his section of Maryland, has been elevating and enriching. He has set an example to farmers, showing them how they can become not only successful cultivators of the soil, but useful citizens and educated men. He has demonstrated that farming is not only a profitable occupation, but a noble calling, with which true refinement and high culture may be associated.

JOHN W. GARRETT.

In every age and country, certain men become so thoroughly identified with the institutions or movements of their day, that their names are inseparably linked with them, and are permanent in history.

JOHN W. GARRETT is now regarded as the representative man of Baltimore, whose name, wherever mentioned, suggests the city itself and its great Railroad Corporation, with which it is wholly associated. The relation of the city of Baltimore to the Baltimore and Ohio Railroad is unique. It is the largest stockholder, and, it may safely be said, all its various interests—commercial, civil and educational—are directly or indirectly connected with it.

The success of the Road, is success to the city; so that Mr. Garrett, as its President, is in the position where he may largely influence all the interests of the city. We shall see in this brief sketch that he appreciates this fact and has been governed in his administration by it.

He was born in this city July 31st, 1820, and was the second son of ROBERT GARRETT, one of its wealthiest and most distinguished merchants, whose House ranked among the very first in the country, in the Foreign and Domestic Trade.

Mr. Garrett received a complete education in the preparatory schools of Baltimore and at Lafayette College, Pennsylvania. After his return from college, his father associated him with his brother, Henry S. Garrett, and himself in his commercial house, under the firm of ROBERT GARRETT & SONS. Mr. Garrett was at this time but nineteen years of age. This early experience in a house of its large and important correspondence, (—they were correspondents of George Peabody & Co., of London, and other great firms,—) was exceedingly valuable to him as a preparation for his useful and distinguished career. It gave him knowledge of the unlimited resources of the West, and an appreciation of Baltimore's great advantages as a port of entry and market, for the supply of the interior of this country. The House established large connections throughout the West, and aided all enterprises designed to affect close and easy transportation between Baltimore and all sections beyond the Alleghanies. Reviewing the course of men who have accomplished some great work which permanently affects the interests of society, we find that they were providentially prepared. Mr. Garrett, endowed with administrative qualities, which give commanding influence, was advanced thus towards his destined position.

Robert Garrett & Sons were large stockholders of the Baltimore and Ohio Railroad, and Mr. Garrett made its condition and future possibilities, the subject of thorough investigation. He refrained from engaging in the sharp controversies which embarrassed its administration for many years.

When however, as a stockholder, he had thoroughly examined the whole question of Railroad policy, and arrived at a just conclusion, he attended a meeting of the stockholders in 1857, at which the whole question of policy was discussed. He took an active part in the proceedings, and enunciated principles, the wisdom of which, time has abundantly demonstrated. He maintained, that although there were three classes of proprietors, viz: the State of Maryland, the city of Baltimore, and the individual stockholders, the *nature* of the ownership was identical; that all were alike interested in the profitable management of the Road, that the same obligations devolved on each, and that all

John W. Garrett

questions and considerations which were not strictly of a *business character* should be carefully avoided; that personal and political motives should not be allowed to enter into the deliberations of the Board and management of the Road. His thorough knowledge of the condition of the Road, and the wisdom of his views made a profound impression upon the Board. This was a bold assault upon the evil which for years had afflicted the Road. It had become the prey of politicians; a set of legislators (?), true representatives of their class, who, under pretence of conserving the people's interest, sought to manipulate it in subserviency to party purposes, by making it a political machine to manufacture patronage and votes. The original basis on which the Directory was organized gave the State and city a majority representation, although they held a minority of stock.

Mr. Garrett's views were embodied in a series of resolutions, which were adopted. The next year, 1858, the new policy, in accordance therewith, was inaugurated, and the late Johns Hopkins, the most astute, careful, and successful merchant and financier of Baltimore, was so forcibly impressed with his abilities and judicious views, that he nominated him for the Presidency of the Company; the wisdom of that nomination there has been no occasion to question. The results of his policy became apparent at once and continued in the increase of business and improved condition of the Road.

The scope of our article forbids our giving the statistics; it is sufficient to state that the Road speedily arose out of its embarrassments into complete ascendency, and its President has come to be recognized as one of the most successful Railroad Presidents in the country, if not in the world.

The wisdom of his administration has been so continuously demonstrated, that all opposition to it ceased. We know personally of instances where the Directors on the part of the City and State, elected expressly to oppose his measures, became his most earnest supporters, saying that, "they would be false to their constituents, (the State and City) if they did not affirm Mr. Garrett's policy," so well satisfied were they of the wisdom and necessity of his measures, after a thorough investigation, and understanding the situation.

The period of Mr. Garrett's administration has been, with the exception of a few years, exceedingly trying and hazardous. It began in the midst of universal depression, resulting from the panic of 1857, when consummate wisdom was required; the problem was to conduct the Road with the strictest economy commensurate with the expanding country, and necessities of heavy outlays to meet the powerful competition of Northern Roads, with their millions of dollars and enterprising communities, so far in advance of this.

The country had only recovered from financial distress, and by the increased facilities of the Road commerce began to pour into our city, when the civil war ensued, the greatest complications of which, gathered about Maryland and Baltimore, involving the Baltimore and Ohio Railroad. In the midst of these, he proved himself the man for the occasion. His character, position, courage, and judicious management, enabled him to control the action of the administration so far as Baltimore and Maryland were concerned, although the most powerful influences were plied to get the Government to take military possession of the Road. Great antagonism existed in prominent Government circles against the State and city, and designing politicians sought to procure violent measures towards Baltimore and its great Railroad. Mr. Garrett frustrated all these by his personal influence with President Lincoln and the Secretary of War, Mr. Stanton, and truthfully represented his fellow-citizens, refuting the calumny heaped upon them by partisan prejudice.

None but those associated in the management of the Road can appreciate the ordeal through which he carried it, arising from the conditions of the war, the plottings of enemies and the clamor of frenzied politicians. During this perilous period, he rendered the State of Maryland and city of Baltimore, no less than his Road, services which are not easily estimated. Maintaining the rights of the Road at every hazard, he also influenced the Government to protect the State and city against arbitrary and unjust proceedings, which some were anxious to adopt.

After the conclusion of the war, he at once initiated measures which have resulted in the valuable Western connections and extensions of the Road to Chicago and other points, as indicated on our chart at page 320; the lines of European steamers; and terminal facilities at Locust Point, including the great Grain Elevators. About this time he proposed and advocated the construction of the Peninsula Ship Canal.

As one of the Railroad administrators of this country, Mr. Garrett is in some respects exceptional. Possessing by nature the genius of his own city, he has maintained the dignity of his position at the head of its chief institution. He has ever subordinated personal and private interests, to those of the city and Road, which has not always been characteristic of Railroad Kings. His entire administration, his appearance before the Legislature and Congress, his contests with opposing and rival corporations, have been

invariably marked by courtesy, dignity, sincerity and honor. Conscious of rectitude in his motives, determined to serve his State, City and Road, he fearlessly advocated the policy of the Company and defended it against all opposition.

The Banking House is continued under the original name of Robert Garrett & Sons, Mr. Garrett having associated with him his sons Robert and T. Harrison Garrett, to whom he commits the management of its extensive correspondence. Both of them sustain prominent official relations to many of our leading corporations and interests.

Mr. Garrett has always manifested a lively interest in the public affairs of his city. He has surrendered much for the sake of the general welfare. Has refused offers of the presidency of other Railroads, with salaries from $30,000 to $50,000 per annum. To establish commercial and industrial enterprises, he has sacrificed thousands of dollars, regarding them necessary to the city. He has contributed freely to its improvement and adornment and to increase its literary and other attractions, in order to secure public attention and draw trade from other sections. He is a liberal patron of the fine arts, and is prominently connected with the direction of the Peabody Institute and Johns Hopkins University. In these two great institutions he has taken active interest, desiring them to fulfil the purposes of their founders, both of whom were his warm personal friends. For the Peabody, he made some valuable purchases abroad. His own mansion contains some of the finest specimens of foreign and American art, both in paintings and statuary.

He provided a library and reading rooms at Mt. Clare, for the benefit of the apprentices in the Railroad workshops.

He has encouraged the development of agricultural and horticultural interests, and has especially given attention to fine stock, the importation and care of superior breeds of horses and cattle, thus improving the varieties of these noble and useful animals.

He presided at the meeting of citizens called to organize a movement to raise funds for the erection of the Young Men's Christian Association Hall, (page 43,) December 22, 1870, and his address, on taking the chair was an eloquent plea, enunciating the principles on which society can only rest secure.

In this address he forcibly referred to the advantages of Baltimore; its growth, its wealth, its attractions, and all its appliances, moral, social and religious, for good. He alluded to what Washington, Chicago, New York, and other cities had done for the Young Men's Christian Association, in contrast with the little which Baltimore had hitherto done. He spoke of the great numbers of youth finding their way into the cities; their absence from the restraints and pure influences of home; their temptations, their ignorance of the seductive wiles of evil associations, the buoyancy and false security of youth itself; how its young blood and geniality of temperament lead to intemperance, and step by step to disgrace and ruin. Then he considered the influence which the Association would exert upon the young men, and the benefit that would accrue to the mercantile community, and the city generally, and therefore contributions to this object would be, apart from its religious aspects, a judicious investment of capital. He attested the sincerity of his views by beginning the subscription list with the largest single donation.

As a city we may indulge a reasonable pride that the man who occupies the most prominent representative position among us, takes so high a view of life, and gives the influence of his position as well as his money, to the encouragement and maintenance of moral and religious institutions, for the conservation and elevation of the community. With our great corporations, which are the basis of our city's commercial and financial prosperity, in the hands of such men, we have the utmost confidence in our prosperity at home and credit abroad.

With Mr. Garrett's comprehensive views, penetrating vision of the future of our country, we may well regard his administration, not only the best for the present exigencies of Baltimore, but also for her coming prosperity and growth.

We trust that he may be long spared to occupy his important position and to represent and advocate the interests of Baltimore and its great Railroad.

HUGH JUDGE JEWETT.

PRESIDENT OF THE NEW YORK, LAKE ERIE AND WESTERN RAILROAD.

In the northeastern section of Harford County, Maryland, lies a country unsurpassed for simple beauty and fine cultivation. The Deer Creek region as it is called, extending to the Susquehanna River, affords almost every variety of scenery, and is dotted with mansions that would grace any avenue in our city; and its farms are among the most completely cultivated in the State.

Harford is not the least among the Counties of Maryland. She has been especially rich in manly sons, who, at home and abroad, have honored their native soil. Many have become prominent in professional and commercial life, among whom we name the elder Rev. Thomas E. Bond, M. D., D. D., Otho Scott, Chief Justice Stevenson Archer, Samuel J. Kirkwood, United States Senator from Iowa, formerly a member of the State Convention of Ohio, that framed its present constitution, three times Governor of Iowa, and appointed United States Minister to Denmark, and is one of the prominent statesmen of the nation; Freeborn Garrettson, one of the most distinguished ministers of the M. E. Church, who married Catherine Livingston, of New York, the accomplished sister of Edward Livingston, United States Senator and Minister to France, and a member of General Jackson's Cabinet; Hon. William Fell Giles, Judge for twenty-five years of the United States Circuit Court; Judge John H. Price, Chief Justice James L. Bartol, and the renowned actor, the elder Booth; Thomas Wilson, retired merchant; the late Josiah Lee (banker), father-in-law of Hon. Thomas F. Bayard, of Delaware.

Of her sons, none have become more distinguished than Hugh J. Jewett. Viewing his entire course, we consider it an honor to claim him as a son of Maryland. He was born on his father's farm at Deer Creek, now the possession of Thomas King, son of the late Joseph King, Jr., of Baltimore. He was the son of John and Susannah (Judge) Jewett. Besides himself, they had one daughter and eight sons, all born in Harford County. Thomas L., for many years Chief Justice of the Circuit Court for Steubenville District, Ohio, and afterwards President of the Pittsburg, Cincinnati and St. Louis Railroad. He retired from business and removed to Philadelphia with his family, but died in New York in 1876, while on a visit to his brother. He was universally lamented; his funeral being attended by prominent men from different sections. Joshua H., who represented Elizabethtown (Kentucky) district in Congress, during the administrations of Presidents Pierce and Buchanan; James J., educated at the University of Maryland, giving promise of distinction and influence, but died within the year after graduation. John, a successful farmer, the only one remaining in Harford County, near the homestead; Joseph H., a prominent citizen of Loudon County, Virginia; and our citizen, Isaac W. Jewett, President of the Potomac Fire Insurance Company. Edward and Samuel died in early life.

The maternal grandfather was Hugh Judge, after whom Mr. Jewett was named. He was a very remarkable man. His parents emigrated from Ireland to Philadelphia, where he was born about 1750. They were Roman Catholics, but the son Hugh became a distinguished preacher of the Friends Society. The death of his brother, at eighteen years of age, was the occasion of his conversion; being attracted by the simple piety and manners of the Friends, united with them. He soon manifested great zeal in the cause of religion and displayed unusual power as a speaker, and as an evangelist travelled over almost the entire country, from the Canadas to the extreme South, and throughout the West. His published Journal, giving an account of his own and his wife's missionary work, is exceedingly interesting. He was accompanied in some of his journeyings by Joseph Townsend, of Concord Meeting, the founder of the Baltimore Equitable Society

in 1794, the second organized Fire Insurance Company in the United States. He was Treasurer and Manager for forty-seven years, till his death. Francis A. Crook is the present Treasurer. He left a numerous family, which now occupies prominent business and social relations in this city.

Hugh Judge was a very characteristic man; his preaching was powerful and his meetings numerously attended. When about to begin one of his journeys alone, his friends remonstrated, fearing that his age and feebleness would not endure it; he replied that he was under an over-ruling Providence, and "that if he died on the road, Heaven was as near at one place as at another." The character of his religion is displayed in the prayer

on page 307 of his Journal: "O Lord Almighty, grant I pray thee that thy preserving power may keep me, and enable me to walk before thee in awful fear and love; so that when the time arrives that this tabernacle must return to its mother dust, the soul may ascend and be admitted to thy glorious habitation. O God I have loved thee from my youth; grant that my children may know the God of their father and mother and of their grandmother who walked before thee in fear, to be their God."

John Jewett, the father, was descended from the Webster family, and a connection of Daniel Webster. With this pedigree, we are prepared somewhat for the qualities that have developed in the life of Mr. Jewett. Positive generic traits are perpetuated

and reappear in successive generations, although it be in different forms and directions. Hugh Judge Jewett early gave promise of the faculties which have distinguished him. Evidencing intellectual power and capacity, for which a farmer's life could not afford sufficient scope, he was sent to Elkton, Cecil County, to read law with Colonel John C. Groome, father of our Ex-Governor James B. Groome now United States Senator. He was admitted to the Bar at Elkton, October, 1840, and in November next went to Ohio with his elder brother, Isaac W., to locate in the practice of the law. The latter, on account of feeble health, abandoned the profession, returned to Baltimore, and became successful in business and financial pursuits, having been for years President of the Potomac Fire Insurance Company.

Hugh J. Jewett established himself in St. Clairsville, Belmont County, Ohio, and soon became prominent at the Bar, where such distinguished counsel practised, as Judge William Kennon, Governor Wilson Shannon, Edwin M. Stanton, Chauncey Dewey and Benjamin S. Cowen. The young Maryland lawyer of twenty-one, without previous experience, at once engaged in forensic contests with these able and eminent jurists. He acquitted himself with such displays of intellectual strength and legal attainments, that the public and profession soon regarded him as their peer. His reputation rapidly extended to other sections of the State, and he removed, about 1848, to Zanesville, which was then rising into one of the most important cities of Ohio. Great interests, railroad, manufacturing, financial, political and agricultural, congregated about this centre, and here he was brought into the most valuable and prominent relations to all classes. He formed a law partnership with his brother-in-law, Colonel George W. Manypenny, afterwards United States Indian Commissioner, now an influential citizen of Columbus, Ohio. He ranked at once with the most eminent counsel of the Bar and attained a reputation that gave him prominence in civil and political interests. His varied and valuable practice gave him large opportunity for studying the subject of finance, in all its aspects, as affecting commercial and civil affairs, and he was chosen President of the Muskingum Branch of the Ohio State Bank in 1852. He was in 1853 elected to the Ohio State Senate and appointed by President Pierce United States District Attorney for the Southern District of Ohio.

He here entered into Banking partnership with Charles C. Russell, the house becoming one of the largest in Zanesville. About this time the railroad question was agitating the Western people, and lines of roads were gradually extending from the East to the salient points of the West. The people of Ohio, at that day, could form no conception of the results that awaited their State from the introduction of railroads. Mr. Jewett saw in them, the agency which would revolutionize the whole economy of things, and his attention was directed to railroad construction, location and finance; and in 1855 was elected Director of the Central Ohio Railroad Company. This was one of the evident steps in his advancement to his present prominent position. Men are unconsciously prepared for stations, of which, during the intermediate course, they have no conception. They are factors in the hand of the Almighty worker of events, whom He employs in building up the mighty fabric of nations and society. No material agency has exerted greater influence in changing, modifying and determining the character and destiny of the world, in these latter days, than railroads. Especially have they operated in this country to produce a radical revolution in its material, social, moral and educational status. They enter into the plan of divine Providence, concerning our nation, and hence also do their constructors and managers.

In 1856, Mr. Jewett was elected Vice President, and General Manager of the Central Ohio Road, and in 1857, President. That was a year of general revulsion, and all railroads suffered fearfully. For the best interests of the Stockholders, Mr. Jewett was appointed in 1859 Receiver of the Road, and discharged his responsible duties to the entire satisfaction of all parties. His genial spirit, and generous interest in the affairs of the people, made him a general favorite; and his intellectual attainments and comprehensive knowledge of

public affairs, constituted him a leader; and he became the popular candidate of the Democratic party for various positions in the State and General Government.

In 1860, he was nominated for Congress; his district was largely Republican. He was not elected but greatly reduced the majority. In 1861, he was the Democratic candidate for Governor of Ohio, and canvassed the State. In 1868, was nominated for the United States Senate. His activity in political matters was owing not to the usual passion for prominence and preferment; he is too much of a statesman for that. His comprehensive observation of the situation, enabled him to appreciate the country's need of practical, judicious, impartial legislation. The demoralizing effects of the civil war upon the State and National Legislatures, demanded of upright, qualified men, personal sacrifice to save public interests and to rectify the many wrongs it entailed upon the nation. Mr. Jewett's personal affairs and his railroad interests, were enough to absorb the mind and consume the energies of most men. He, however, while prosecuting these to complete success, was diligently employed in the higher political and civil interests of his State, proposing and effecting measures, which, to him, seemed necessary to the Commonwealth. He was not a party leader or follower; for though always acting with the Democratic party, believing its traditional views and policy to be most in accordance with the strict construction of the Constitution, he has never deviated from his fealty to fixed and fundamental principles, by the pressure and excitement of "present policy." They are safe leaders *only*, who adhere to definite attested truths, unshaken by the agitations of political or sectional strife; whose vision, unobscured by the clouds of conflicts, discerns the ultimate results. Their advice, unheeded by heated partisans, seems to partake of the nature of prophecy. There are significant instances in the political situation of Ohio, which illustrate this, in the case of Mr. Jewett.

About 1869, he was elected President of the Little Miami and Columbus and Xenia Railroad, and shortly thereafter was chosen President of the Cincinnati and Muskingum Valley Railroad, and after a temporary residence in Cincinnati, removed to Columbus. Here he was chosen Vice President and General Manager of the Pittsburg, Cincinnati and St. Louis Railroad. His residence at the capital brought him into still closer communication with those who were controlling the great interests of the State, and his influence became even more potent. He consented to be a candidate for Congress, from the capital district, but that being largely Republican, he was defeated. In 1871, he retired from the actual management of the roads, and accepted the office of General Counsel for the Pennsylvania Company.

According to his oft repeated prediction, the views of the people on civil questions at last changed, and Mr. Jewett standing on precisely the ground he occupied at first, was elected in 1873 to Congress, by a flattering majority. Before this, he had attained a national reputation. Now he began to serve his term with distinction and applied himself to the business of the House, with that practical power which had characterized him in all other matters. He evinced qualities of practical statesmanship which signalized him as one of the strong working members of the House, and he came to be prominently mentioned for higher positions in the Government of the nation.

In 1874, he was asked to accept the Presidency of the Erie Railroad Company, which he did, resigning his seat in Congress, for that purpose.

His career in New York, at the head of the great corporation, has been one of unusual hardship, struggle and toil. Volumes could be filled with the details of the history of his management of that property. Suffice it, for the purposes of this statement, to say, that he found, soon after his assumption of the Presidency, that the rose colored statements as to its prosperity and condition, which had been made to him, were without foundation, and that some of the very parties making the statements, were planning a wholesale plunder of the property under the guise of law and of justice, relying upon Mr. Jewett's absence of knowledge as to their intentions, to enable them to succeed. He soon dis-

covered their schemes, however, and promptly exposed them. Then came an open declaration of hostility, and nothing was left undone which would harass him personally and injure the credit of the Company.

The Company was finally, on the 26th of May, 1875, forced to go into bankruptcy, and Mr. Jewett was chosen the Receiver and continued to administer the property. All sorts of litigation were started against him, every species of annoyance was resorted to; clerks were paid to furnish, surreptitiously, copies of the records of the Company to the enemy; even officers of the Company were suborned to deceive and betray him; charges of all kinds were preferred against him. Strikes and insubordination were instigated among the employees on the road; threats even to take his life were made; plots were discovered for a wholesale burning of the Company's property. In the midst of it all he was thrown from his carriage and so seriously injured that for nearly seven months he did not leave his bed. During perhaps the most critical period of his illness, his brother, Thomas L. Jewett, of whom he was very fond, was suddenly stricken by death without scarcely a moment's warning.

Notwithstanding all these misfortunes, however, he continued to discharge his duty, being sustained by his belief in a higher power than that of man, who watches over the destinies of all.

In the summer of 1876 he was requested by a large number of the shareholders to meet them in London, for the purpose of explaining the condition of the property and to advise with them, as to the course best to pursue in the future. He met large numbers of the shareholders in England and Scotland, and was everywhere received with every mark of confidence and esteem.

At a large meeting held in London, July, 1876, he was invited to deliver an address, at the conclusion of which, the chairman, Sir Edward Watkin, M. P., said:

"I can re-echo what has been said by so many subscribers—the satisfaction that everybody has derived from the speech of Mr. Jewett; * * * * the gratitude we owe to Mr. Jewett is, that he raised the flag of honesty over the disgraced body of the Erie Railway, gradually reduced the working expenditure, has largely mitigated dishonest and improper bargains, has taken the rascals who robbed you, by the beard, regardless of everybody, and in his negotiations with other companies, has set an example of moderation and good sense, which has not been followed, I am sorry to say, by some of the railways represented here, in London. * * * * * *

"Some one at the last meeting asked me what railway experience Mr. Jewett had. Do you think that a man who can make a statement like this does not know his business? Gentlemen, we are obviously in the presence of a master hand, a man of character, as well as capacity. And I can tell Mr. Jewett this—he is a citizen of a country where there are no meretricious honors paid for services; he is a citizen of a country where they do not bestow titles, honors, badges and things of that kind as rewards. A citizen of of America must look for his reward to the appreciation of his fellow-countrymen and opinion of mankind. Mr. Jewett has set an example to those who come after him; he is deserving of all commendation, and it is to the page of history that he will look for his reward.

The following resolution, passed unanimously, shows the feeling entertained towards him:

"RESOLVED, That this meeting having heard the frank, complete and satisfactory statement of the Hon. H. J. Jewett, desires to offer him their entire support and confidence, in the arduous task to which he is committed. They will especially support him in defending the Erie in an unjust competition; in carrying out the financial scheme proposed, (with such modifications as he may concur upon with the committee), in remodelling and restoring the railway, so that it may fully meet its competitors in the conduct of business, and in proceeding with those claims against the parties who have deceived and plundered the Board and Stockholders, which are being or may still be prosecuted, before the courts of

law in England and America, and that this meeting directs the committee to publish and circulate amongst the Bond and Stockholders a verbatim report of the speech of Mr. Jewett.

At a meeting of the Board of Directors of the New York, Lake Erie and Western Railroad Company, held in the city of New York, on the 27th day of April, 1878, the following resolutions were unanimously adopted:

"RESOLVED, That this Board tenders to the Hon. Hugh J. Jewett its gratitude and sincere thanks for his able, wise, and energetic administration of the property and affairs of the Erie Railway Company, both as President and Receiver.

"RESOLVED, That we extend to him the emphatic assurance of our entire respect and confidence, and we denounce as utterly false, malicious, and defamatory, the various loose, vague, and general charges of mismanagement and misconduct, that have been brought against him in the course of the litigation in opposition to the scheme of reconstruction, and in various newspapers published in London."

At the same meeting, Mr. Jewett was chosen President of the new Corporation.

Upon the substantial termination of the Receivership, the Supreme Court of the State of New York directed its Referee, especially appointed for the purpose, to make a careful and detailed examination of the management of the Receiver, of his collections of money, the disbursement thereof, to investigate his acts, to ascertain whether they had been in the interest of the property, &c., &c. This examination was made in the most minute detail. He reported:

That Mr. Jewett had collected in money the sum of .	$81,104,252.08
That he had disbursed and properly accounted for . .	80,758,230.57
Leaving a balance in his hands of	346,021.51

That vouchers for every cent of this large sum had been made and upon examination had been found to be proper and right.

This report was duly submitted to the Court by the Referee and approved.

It was in the administration of the Receivership, that Mr. Jewett's clear, keen perception, good judgment and legal ability had full play. The multifarious intricacies and complications of a Receivership such as his, were avoided with an intuition that was almost providential. In the darkest hours, when it seemed that the enemies who were besetting him must succeed, he never lost his courage, nor his faith in his ultimate success.

The testimonies of the official Board and those immediately concerned in the Road, are invaluable to him, and gratifying to his countrymen. Mr. Jewett's entire course, in this conspicuous position, with the eye of the world upon him, watched with eager, anxious, and even suspicious expectation; fighting against tremendous odds, working without resources, pushing on amid darkness, extemporizing forces, changing defeat into victory, loss into gain, calumny into praise, bankruptcy into credit, despondency into hope, and unbelief into faith, illustrates a character that will stand an example and inspiration to those who come after him.

He has displayed genius of the highest order; ability to grapple with any difficulty, intellect to grasp every subject; power to control, wisdom to rule, judgment to decide, and virtue to overcome.

In his private, family and social life, he always exhibits the true, refined and honorable gentleman; of noble principle, gentle manner, and generous sentiment. A man of decided opinions, yet charitable to those of others. Peaceful in all his human relations, yet unsparing in fighting the perpetrators of dishonesty and wrong.

Though Ohio, and New York, have enjoyed the results of his life so far, Maryland antedates their claim to him, and will not relinquish her maternal right, but rather rejoice that she has given to them a son, who has honored her throughout both continents.

ARUNAH S. ABELL,

OF THE BALTIMORE SUN.

ARUNAH S. ABELL, the founder and proprietor of the BALTIMORE SUN, was born in East Providence, Rhode Island, August 8th, 1806. His ancestors, of English extraction, were among the earliest settlers of the town of Seekonk, then known as Rehoboth. His grandfather, Robert Abell, served with distinction in the war of the Revolution. Caleb Abell, the son of Robert, and the father of Arunah S. Abell, occupied the responsible position of Quartermaster in the war of 1812, and after the war, when he returned to civil life, was chosen to fill several positions of honor and trust.

Arunah S. Abell, after leaving school, took first a clerkship in a store; but, at the age of sixteen found his vocation in life. In 1822, he severed his connection with Mr. Bishop, a merchant of his native town, to enter the office of the Providence Patriot, as an apprentice to the printing business. At the end of his apprenticeship he obtained employment as foreman in one of the best printing offices in Boston. He remained in that city until he had thoroughly mastered all the details of the business and qualified himself for the definite purpose he had before him; that of becoming ultimately the manager of a public journal. Looking to this end, and declining tempting offers to continue the practice of his profession in Boston, he went to New York with letters of introduction to the newspaper proprietors of that city and in that wider field of journalism procured employment immediately. It was there he formed the acquaintance of two fellow-printers William M. Swain and Azariah H. Simmons, and with them freely discussed the subject of their common ambition, which was to establish a newspaper as joint owners. It was proposed by Messrs. Swain and Simmons to issue such a paper in New York, where the penny press had already found a footing; but Mr. Abell feeling that the field there was already fully occupied by the Sun, Transcript, and Herald, suggested Philadelphia as offering better chances of success.

The result proved the soundness of his judgment. His associates adopted his views, and on the 29th of April 1836, articles of agreement were signed, and the Philadelphia *Ledger*, one of the most successful newspapers in the United States, was started. It was not all smooth sailing at first, and after a few months Mr. Abell's partners were prepared to give up the venture. But Mr. Abell's pride was involved. He had originated the enterprise and selected the field, and he proposed that they should hold on until their means were exhausted, or there should be a better turn in their affairs. His advice prevailed, new vigor was infused into the local columns, as well as editorially in the discussion of local matters, and the paper began to attract attention. Headway was slowly made, and the *Public Ledger* became the most profitable and popular newspaper in Philadelphia. At the end of a year its proprietors began to look forward to the issue of a similar paper in Baltimore, and it is with the founding of the BALTIMORE SUN that Mr. Abell's name is most completely identified; for from the first, its management was put under his sole personal control.

In 1837 all the papers published in Baltimore were "six pennies," and the possibility of establishing a penny paper there, was regarded as a rash speculation by the proprietors of the higher priced papers, and one that could only end disastrously. Nevertheless Mr. Abell believed that such a paper judiciously managed would succeed. His partners were willing to encounter the risk, provided he would assume the entire management of it. He consented, and on the 17th of May the first number of THE SUN was issued. Its prospectus defined the conservative character that THE SUN was to hold, and which has been

maintained ever since. It soon acquired a larger circulation that all the other papers in Baltimore put together, a prosperous advertising patronage and the good will of its readers. It was a success from the beginning.

In 1839 the extension of its business required larger accommodations, and the office of THE SUN was removed to a roomy building at the corner of Baltimore and Gay Streets. Even this building was soon found to be insufficient and in the course of a few years,

A. S. Abell

ample ground was secured at the corner of South and Baltimore Streets for one of the finest newspaper offices in the United States, and the first iron building was erected thereon with all the interior appointments and appliances, and with large rotary presses, which the patentee, Mr. Hoe, of New York, was then endeavoring to bring into public notice. That building, represented by the cut on page 57, is still in the occupation of THE SUN; all its appurtenances keeping pace with the modern improvements required in the publication of a first-class newspaper, and tending to facilitate a business, which, in the case of

THE SUN, has grown up with the progress of the city, and whose circulation and advertising have steadily increased with the wants of the people and the business needs of the mercantile community. Both in respect to circulation and advertising, it ranks far above all other newspapers south of Philadelphia; the sphere of its usefulness comprehending not Baltimore alone, or the State of which Baltimore is the chief city, but extending through all the adjacent States.

In 1864 the Philadelphia *Ledger* was sold by the surviving partners, Messrs. Swain and Abell, to other parties, and in 1868 Mr. Abell became, by purchase of the Swain interest, sole proprietor of THE SUN. He had been from the beginning the exclusive manager; had shaped its policy and won for it its reputation for fairness and impartiality and thorough trustworthiness. He has ever kept it in the matter of improvements, abreast of the times. He adopted the rotary press after the New York papers had rejected it. During the war in Mexico he took part in the enterprise of establishing pony expresses in the South, and thus obtained news from the seat of war often in advance of the official dispatches. He was among the first promoters of the magnetic telegraph, and the first document of any length transmitted over the wires between Baltimore and Washington was the President's Message sent to the BALTIMORE SUN. Its enterprise is proverbial, no pains or expense is spared to obtain for its columns the freshest news, both domestic and foreign, and the best and most varied correspondence from all points at home and abroad, whenever information on the spot is desirable.

The confidence reposed in THE SUN has grown out of that calm, conservative course which was laid down as a rule in the conduct of the paper when it was first issued. From that course it has never swerved. Its prosperity is due not only to the spirit of enterprise it has always manifested, but quite as much to the careful, and one might say judicial fairness, with which it treats of public affairs. It is neither sectional nor partisan. It enters into no sectarian controversies, and never indulges in partisan diatribes. Its moderation has won for it the respect which a steadfast, impartial treatment of men and things is always sure to inspire in the long run, and it is because of the caution and prudence that mark its editorial utterances in general, that its influence is powerfully felt whenever it becomes necessary to use strong words in support of good morals and good government. It set out to be a paper for the people, and not for a class, or a faction, and the consequence has been that it numbers its subscribers among persons of all stations in life, all political parties, and all religious denominations.

Mr. Abell, in addition to his large and valuable landed estates adjacent to the city, and notably those of "Guilford" and "Woodbourne," with that intelligent regard for public prosperity which has displayed itself in his conduct of THE SUN, has from time to time invested his means in desirable and handsome property in the city, designed to encourage enterprise, provide beautiful homes, increase the attractions of Baltimore, and adding very materially to its taxable basis. Among his recent improvements is a row of elegant marble residences, situate on Charles Street Avenue, near the Boundary, which constitute one of the most pleasing features of that section of the city. They are constructed on a new and most convenient plan, possessing internal arrangements different from those of ordinary dwellings of their class, and they present a handsome front elevation constructed of Baltimore County marble. He has also built and owns a large number of business houses on leading commercial thoroughfares. His investments in Baltimore and other home securities are also large, thus making his success contribute to the support, elevation, and credit of the city with which he has been so long and so prominently connected.

WILLIAM WOODWARD.

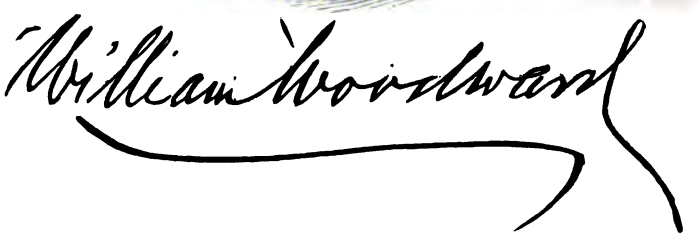
The central county of Maryland, Anne Arundel, is one of the most interesting localities in this country. It is fraught with historical scenes and associations of many of the most memorable events and persons in our national history. The ancient city of Annapolis, the capital of the State, became one of the centres around which the interest of our revolutionary struggle gathered; it was often dignified with the presence of Washington and his heroes, and the patriots of the Revolution, on occasions of official, military or social assemblies. For an interesting description of Annapolis and the United States Naval School, see our articles, (pages 371, 381, 385.) Annapolis, though it always remained a small place, was conspicuous as the seat of wealth, talent and fashion. So early as 1770 there was not a town in England, of the same size, which could boast of a greater number of elegant people and noble men. Annapolis of course gave character to the residents of the county. So we find, at all stages of the history of Maryland, that Anne Arundel, has furnished a large proportion of those who have become eminent and successful in every department of life. It would require a volume, in which to record the names of those who have adorned the society, and made the name of Maryland illustrious in the halls of legislation, and the marts of commerce. Among these are Charles Carroll of Carrollton, William Pinkney; John Johnson, Attorney General, Judge of the Court of Appeals and Chancellor of the State, and his two distinguished sons, Chancellor John Johnson and Reverdy Johnson; Samuel Chase and Roger B. Taney, though not natives, were educated and begun their career at Annapolis; Governor Edward Lloyd, Rev. Henry Slicer, D. D.; Johns Hopkins, Benjamin Deford, Chief Justice Thomas Beale Dorsey, Samuel Howard (page 461), Henry Winter Davis, Alexander Randall, Hon. A. B. Hagner, our distinguished counsel, whose abilities and popularity have been appropriately recognised by the Government in his appointment as Associate Justice of the Supreme Court for the District of Columbia; Prof. Henry M. Harman of Dickinson College; David Carroll, Rt. Rev. Bishop William Pinkney, D. D.

The public generally associate with the name of Anne Arundel, the fragrant tobacco weed; the nutritious vegetables and luscious fruits, that make Baltimore markets famous, and furnish the early supplies of the northern cities. Probably there is not a locality in the world, that surpasses this county in these productions. Its contiguity to Baltimore enables us to have them, fresh from the soil, with the delicious flavor imparted to them by the salt humid atmosphere from the Chesapeake Bay, which washes its shores. But we see from our brief allusion above, that it furnishes largely the mind and learning which give prominence and prosperity to our metropolis.

A number of families in Anne Arundel have sent their young men to Baltimore, whose names are among the most distinguished in our professional and commercial records; as the Donaldsons, Hopkins, Chestons, Gambrills, Alexanders, Baldwins.

Among the early English settlers of the county were the ancestors of HENRY WOODWARD, a highly respected and successful planter, who married Eleanor, daughter of Col. Thomas Williams of Prince George's County. WILLIAM WOODWARD, their son was born at the homestead near Annapolis, September 8th, 1801. He was, when a mere boy, placed in the store of William Alexander, a leading merchant in Annapolis, whose son, Thomas S., was likewise in his father's employ, and who subsequently became an eminent chancery lawyer. Here he remained until November, 1815. He had taken the best advantage of his opportunities, and acquired a good knowledge of the principles of merchandising. At the close of 1815, he came to Baltimore. This was a courageous and responsible step for a youth of fourteen. But he had a safeguard

in the good training of his parents, and the protecting hand of divine Providence, on which he has always implicitly relied. He soon found occupation in a commercial house, where he continued until it dissolved in 1819. Before long he obtained an agreeable and profitable situation in the distinguished house of Talbot Jones & Co., (see pages 468-4.) His connection with this house was truly providential, it gave direction to all his subsequent career, and had much to do with determining his commercial and



social life. Talbot Jones was one of the most influential citizens of Baltimore, one of the founders of the Baltimore and Ohio Railroad, and active in many other corporations. His house sustained for many years the first rank, controlling to a large extent the trade.

In this connection Mr. Woodward became associated with the leading men and interests of Baltimore, and was the better enabled to form his subsequent relations which deter-

mined his own success. He remained with Talbot Jones & Co. until 1828, when he commenced the Domestic Dry Goods Jobbing and Commission Business on his own account, in partnership with Talbot Dixon Jones, son of Talbot Jones, under the firm of Jones & Woodward. On the death of T. Dixon Jones, his younger brother, Andrew D. Jones, succeeded to the partnership, under the same name.

In 1844, Mr. Woodward withdrew from the active business of the Jobbing House, which was changed to Jones, Burneston & Co., composed of Andrew D. Jones, Thomas Burneston, and William Woodward; he then established the Domestic Commission House of William Woodward & Co., with his nephew, William H. Baldwin, Jr., and Andrew D. Jones. In 1846, Mr. Jones died, when the House of Jones, Burneston & Co. was dissolved, and the firm of William Woodward & Co. continued uninterruptedly, under William Woodward and W. H. Baldwin, Jr. This partnership was a peculiarly propitious one. Mr. Baldwin, in his individual and business qualities, seemed to form the complement of his senior partner. His genial disposition, generous nature, high honor, and bold spirit of enterprise, worthy son of the honored man whose name he bears, soon gave him great popularity and prominence among the business men of Baltimore. It was not long before he became active in developing the manufacture of cotton goods; boldly planting the steps of his enterprise where many before him had been hesitating, for fear of competition or failure, he laid the basis for larger operations, on which the House has grown to be the leading one of its line in Baltimore. Mr. Baldwin purchased the well known SAVAGE FACTORY, Howard County, (page 180,) owned by him and his brother, C. Columbus Baldwin of New York, and this, together with WARREN FACTORY, (page 177,) owned and operated by Edward T. Norris and Summerfield Baldwin, manufactured a line of cotton goods for which the House became and is now the sole selling agents in this city and New York. This enabled it to secure a large trade, especially with the South and West, and to greatly benefit the city in supplying a demand, which would have sought Eastern markets. In 1856, the firm was changed to WOODWARD, BALDWIN & Co. In 1868, a Branch was established in New York city, to meet the increasing demand for their goods. In 1878, the firm was changed to WOODWARD, BALDWIN & NORRIS, the members being William Woodward, William H. Baldwin, Jr., C. Columbus Baldwin, Edward T. Norris, Summerfield Baldwin and Andrew D. Jones, son of Mr. Woodward's former partner. William H. Baldwin, Jr., has been for years director in the Merchants' National Bank, and is also officially connected with other important corporations.

Through Mr. Woodward's influence his nephews, William Woodward, Jr., and James T. Woodward, of Anne Arundel County, came to Baltimore, where they received their business training, who are now very prominent in commercial and financial circles in New York. The former became the head of the successful Cotton House of Woodward & Stillman, and the latter was a partner of Ross Campbell & Co., of New York, and is now President of the Hanover National Bank, one of the most influential and successful institutions in New York city.

Mr. Woodward's commercial career has been through a half-century of the most stormy and trying periods of our history. The earlier portion being when the facilities and resources for the transactions of trade, were slight compared with those that now exist. There were certain specific periods when the stoutest hearts yielded, and the strongest houses failed; his House passed through every crisis, with an unimpaired credit, often breasting the waves like the rest, and suffering in the struggle, but always surviving, and to-day is the acknowledged leading House in the trade.

He has been prominently connected with financial institutions; a director of the National Union Bank of Maryland since 1862; and was one of the corporators of the Western, now Western National Bank of Baltimore.

Mr. Woodward retired January 1st, 1878, and the firm now consists of William H. Baldwin, Jr., C. Columbus Baldwin, Edward T. Norris, Summerfield Baldwin, and Andrew D. Jones, who maintain its honor and credit under the same name.

Mr. Woodward set before him in youth a high ideal of life. Carefully instructed in the doctrines of the Bible by his parents, and reared in the communion of the Protestant Episcopal Church, he early connected himself with it, and earnestly engaged in christian labors. He subordinated his business and secular concerns to the cause of humanity and religion. He united with St. Peter's Church, of which Rev. J. P. K. Henshaw, D. D., was Rector, afterwards Bishop of Rhode Island, and became active in every department of church work, especially in the Sunday School, of which he has been Superintendent for fifty-five years. St. Peter's Church has during its entire history been very closely and prominently identified with both the civil and ecclesiastical life of Baltimore. Its ministry has been learned, eloquent and influential, three of whom became Bishops of the P. E. Church. Revs. J. P. K. Henshaw, D. D., of Rhode Island, Thomas Atkinson, D. D., of North Carolina, and George D. Cummins, D. D., of Kentucky; the present Rector, Rev. Julius E. Grammer, D. D., fully sustains the reputation of its pulpit, and has extended the influence and work of the church, with the growth of the city; under his ministry, the present large and costly edifice was erected on the corner of Lanvale Street and Druid Hill Avenue, (page 456.) As a leading officer of St. Peter's and superintendent of the school, Mr. Woodward has wrought his influence into the very texture of the best and most valuable elements of Baltimore's social and business circles. We could not name one, of whom this could be more truly said: hundreds of our best business men, on whom the commercial and moral welfare of the city largely depends, have passed through his school and were prepared by his instructions and pure example, to enter into the work and warfare of life. Many of the mothers and wives who control society, and whose benign ministrations are daily blessing the widow, the orphan, the sick and outcast, were the girls, on whose tender hearts he impressed the lessons of the Redeemer's pity and love, which are the inspiration of their lives. Few appreciate the christian church, as the agency, through which all departments of life may be blessed, and regard its influence as restricted to the pulpit. Its highest mission of course is to redeem the world by the proclamation of the Gospel; but, in doing this, it becomes a channel, through which streams of enriching power may flow over every field of human life and condition; he has employed it thus. A christian of the most liberal sympathies, he has always cordially associated with other denominations in worship and religious and benevolent work. He has been a manager in the Maryland Bible Society continuously since 1828, and was for years in the Maryland Sunday School Union, and many other benevolent and christian enterprises.

The semi-centennial anniversary of his connection with St. Peter's Sunday School was celebrated publicly May 14th, 1869, largely attended by members from other denominations and some from distant cities, who honored him with their testimonials of respect and affection. He has been relieved from the active duties of Superintendent, and out of the great reverence and love entertained for him, was constituted "Emeritus" Superintendent. He is now enjoying that repose and confidence in public esteem, which are the just reward of a true and successful life; before whom the young bow with an affectionate reverence, and whom the older respect, as the embodiment of truth and virtue. His life indeed has become conspicuous in our city, where there are not a few noble examples of high manly and christian character. Over it, there seems always to rest the approving smiles of the God he has faithfully served, who waits to pronounce His benediction on its closing hour.

DAVID CARROLL,

OF MT. VERNON COTTON MILLS.

A half century ago, what has been appropriately termed the Lowell of Maryland, the town of Woodberry, was a wild country, with here and there a small farm, and a rural grist mill. Its hills were covered with primeval forests, and its historic stream, Jones' Falls, flowed through its vales, turning a few old fashioned mill-wheels that went revolving around with their slow tread, as if chanting the dirge of a dying era, and getting ready to give place to the tripping song of the new, that was to come with clacking looms and whirling spindles. There was no prophetic eye then, which could transform the hills of Woodberry, Hampden and Mt. Vernon, into sprightly towns, with their thousands of industrious people, and fill the valley of the Falls with mills, making the very air hum with their thousands of spindles. The Seer, who would have predicted what we now behold, would have been accounted visionary, if not insane.

About that time, a young man went thither, to enter upon the work of his life, prospecting not wealth and fame, for they were hidden by that impenetrable veil, which happily conceals it from the youth, and forces him back upon his own brave will and industry, and keeps him on the stretch.

This young man was DAVID CARROLL. He was born May 30th, 1811, on Elk Ridge, Anne Arundel County, Maryland, (now Howard County). Here he spent his youth, receiving what education the country schools could afford. There was nothing exceptional in his boyhood. He was industrious in school, and active in sports; faithful in work, enthusiastic in play.

At the age of seventeen, in 1828, he was placed in SAVAGE FACTORY, to learn the business of manufacturing; and the construction of machinery. This factory, one of the most renowned in the State, has been the practical school from which many of the leading manufacturers of Maryland have graduated. For many years the generous enterprise and assistance of its owners established and encouraged numbers of our great mills, which are now our pride.

Mr. Carroll had evidently entered the vocation for which he was qualified by nature and designed by Providence. To him, there was a charm in the mechanism of the Loom, the busy play and whirl of the Spindles, and he became wedded to the factory with all the enthusiasm of youth, which settled down into permanent attachment. Having mastered the business, he was not content to stand always by the Looms, but obeyed the inherent force of his nature to become a proprietor. When twenty-five years old, he ventured upon that career which has obtained for him, distinction in manufacturing interests. In 1836, he located in the vicinity of Woodberry, where its mammoth mills were not thought of, as one of the possibilities of the future. He began on a limited scale, to manufacture Cotton Yarns at a place called Stony Works, near Baltimore. The Savage Company furnished the requisite machinery on convenient terms, and he succeeded beyond his expectations. The next year, 1837, he leased in connection with Horatio N. Gambrill, his then associate, the White-Hall property and built the WHITE-HALL COTTON FACTORY, now called Clipper, where they commenced with five Looms to make Cotton Duck for sails, in addition to the Cotton Yarn.

The business grew so rapidly, that larger accommodations were required, and in 1842, property was purchased at Woodberry, upon which the Woodberry Factory was erected in 1843. In this, the manufacture was conducted on a greatly improved and extended scale, and a large portion of the trade was diverted from eastern markets to Baltimore. In 1845, Mr. Carroll and his partner purchased the beautiful property at Mt. Vernon, nearer the city of Baltimore, on which they erected Mt. Vernon Mill No. 1. With Mt. Vernon Mill, Mr. Carroll's name must ever be associated as the pioneer, and organizer of

its industries, and patron of all its interests. In 1847, Woodberry Mill was sold to Wm. E. Hooper, and the Mt. Vernon Manufacturing Company was then organized, composed of some of the most prominent men of Baltimore, of which Captain William Kennedy was chosen President (see page 551) and Mr. Carroll, Superintendent.

This mill was a great success; together with the others at Woodberry, it attracted the attention of the trade from all parts of the country, and the many additional uses for Cotton Duck which arose, multiplied the demand for its goods, which were superior to

David Carroll

the productions of the Russian and English Looms, and lower in price than the New Jersey. So in 1855, the Company built a large additional Mill No. 2, and thoroughly equipped it with improved machinery.

For twenty years, Mr. Carroll conducted these mills to his own and the Company's entire satisfaction, when in 1873, the No. 1 Mill was destroyed by fire. The work of re-building was immediately begun by the Company, and under his supervision a new mill was erected on the site of Nos. 1 and 2, which in its size, appointments and machinery, has

no superior in the United States. He built it on the most approved plans, to which he added some features distinctively his own. This is called Mt. Vernon Mill No. 1. The Company is now building an addition to Mt. Vernon Mill No 1, 182 feet long and 110 feet wide, 3 stories high, in order to manufacture Duck of the most extreme widths, to fill orders that no other Mill in the world can supply. The productions of this mill, are not surpassed anywhere. It has probably the widest looms in this country and is capable of making Duck of all widths to the most extreme.

Mr. Carroll regards this Mill as really the result of his knowledge and experience in milling, and the consummation of his hopes. Mr. Carroll is a manufacturer in the comprehensive sense. He understands the relations subsisting between the proprietor and operatives, and appreciates the obligations which grow out of those relations. He does not regard his duty discharged, when the wages are paid into the hand of the employees. The comfort, health and education of their families, are necessary to the good order and success of the establishment, and he has given special care to providing for the personal comfort, and moral and intellectual welfare of all his operatives. Previous to the existence of the country schools, he established and maintained a day school for the children and youth; subsequently he erected a neat school-house and employed teachers. Early in the existence of the factory, he built a Stone Chapel for divine service, in which the M. E. Church organized a congregation, and in 1879, supplanted this with a fine Stone Church Edifice, costing $14,000, which he deeded with the ground, to the Methodist Episcopal Church.

Mr. Carroll has been very careful to promote the good of those dependent upon the mills, and has so far as it was in his power, defended them from the temptations and evils incident to the industrial classes. He has been specially watchful against the dangers of intemperance, and absolutely forbids the sale and use of liquor on the premises of the Company. He has consequently about him a happy, quiet, orderly community, free from many evils which exist in the vicinity of large manufacturing establishments. Mr. Carroll's work must not be limited to the Mills he has erected and their immediate surroundings. The effects of his enterprise, advancing to these great proportions, are found throughout all the branches of trade and industry. So large an interest as that of Cotton manufacturing, must be sensibly felt in every other department. Indeed it gives rise to and supports many others, furnishing sources of supply, channels of trade, requiring the aid of mechanical skill and power, extending its influence throughout the world.

He then, who begins life without resources, and from humble efforts, rises to such an achievement as the Mt. Vernon Company and Mills, may congratulate himself, that he has done a work more worthy of commendation and commemoration, than a hundred battles fought and won.

The works of industry are greater than the deeds of war. They build up and enrich a nation, while battles destroy and impoverish. We regard Mr. Carroll and others, who have done a similar work, as having laid the foundation stones along which many apartments of our commercial and civil temples are built.

His son, Albert H. Carroll, whom he has trained in the factory, is the practical manager of the Mt. Vernon Mills, and is one of the most proficient. He is devoted to his occupation, and enthusiastic about the mills, in the construction and arrangements of which, he had a prominent part.

His eldest son, Rev. D. H. Carroll of the M. E. Church, was called from the active ministry to take charge of the M. E. Church Book Concern interests, in Baltimore. Through this providential call, he was led to establish one of the most important religious and literary book-houses in the city. His father generously, and with unhesitating faith in his ability and judgment, advanced a large sum to purchase stock and property. The first location was on Fayette Street near Liberty, (see page 171). Three years after, the business had increased so as to justify the purchase of the fine building he now occupies, No. 166 and

168 West Baltimore Street, (see page 750), and again to enable him to do this Mr. Carroll purchased the Fayette Street property. Thus through *this enterprise*, so well and successfully conducted by his son, Mr. Carroll has indirectly at least, performed a different but no less valuable work. He has in other ways manifested his interest in intellectual and educational work, and among other acts contributed $5,000 to the endowment of Dickinson College, Pennsylvania, in 1866.

The characteristics of Mr. Carroll which have developed in his active career, are great energy, resoluteness of will, unshrinking courage, promptness of action, and adherence to principle. These are elements of success, which will overcome any temporary disappointments or defeats, and survive in the end.

Mr. Carroll now approaching his three score years and ten, surrounded by the evidences of his success, may look with satisfaction towards the great city, which is fast encroaching upon his domains, and know that the half century of his active life, has contributed no inconsiderable part in making it what it is, and that he has an inheritance in its future, to whatever proportions and grandeur it may grow.

WILLIAM T. MALSTER.

If the history of the enterprising and successful men of our American Cities, were fully written, the largest proportion of them would be seen, to be country boys. Into the city, the country is constantly sending its youth, who seem to be possessed of qualities more capable of success, than those who are reared amid the temptations and luxury of city life.

The counties of Maryland contribute largely, the best elements to the city of Baltimore. Their youth, containing some of the best American blood in their veins, and educated under parental and social influences that prepare them for honorable and successful enterprise, come hither and in a short time, demonstrate their ability and establish themselves in commercial confidence, and public esteem.

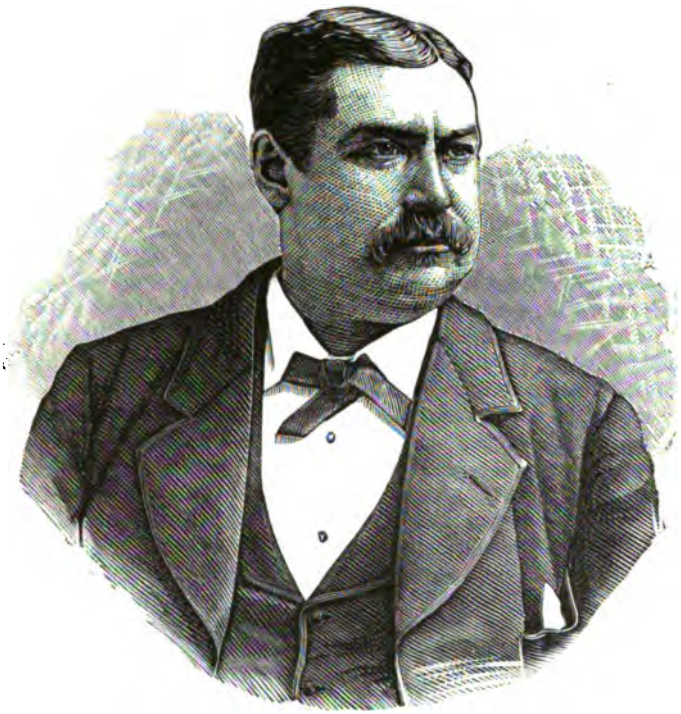
CECIL COUNTY has furnished many sons, who have honored her in the business world and judicial and legislative halls. Her name, perpetuating that of CECELIUS, the second Lord Baltimore, is her least distinguishing possession. Blessed with a variety of natural scenery, and resources of mineral and agricultural wealth, conducive to the development of character and industry, she has fulfilled a noble part, as a constituent member of our commonwealth. Her granite quarries, iron mines and furnaces, her mills, her farms and orchards, her bountiful fisheries and ducking shores are famous, and sources of wealth to her citizens and the State. Many of her sons have been and are, conspicuous in industrial, commercial and financial pursuits, at the bar, in State and national assemblies. Among them is Hon. David Davis, late of the United States Supreme Bench, now Senator from Illinois, and our present United States Senator and Ex-Governor, James B. Groome, the distinguished son of an honored father, and counsellor, of Elkton, who trained other sons than his own, for prominent positions.

It is not only in legislative and professional pursuits that we are to look for our useful country boys. A careful survey of our machine shops, ship-yards, factories, will reveal many who came here in early youth, with neither money nor friends, who are now carrying on great industrial enterprises, that constitute some of the sinews of Baltimore's strength.

The gentleman named above, WILLIAM T. MALSTER, a native of Cecil County, was born in Chesapeake City, a pretty village near the southern terminus of the Chesapeake and Delaware Canal, on the upper shores of the Chesapeake Bay, April 4th, 1843. His ancestors were all Marylanders, and worthy people, though of limited circumstances, and not able

to supply their son with the means and advantages usually enjoyed by youths in the beginning of life.

So soon as he could work at all, he was obliged to provide for himself. He worked on a farm for a considerable time, for eighteen cents a day. He performed all manner of labor, diligently and faithfully, and rose rapidly in the estimation of his employer and became overseer while a mere youth, receiving at times more wages than many men. Having been deprived of the advantages of school, he employed much of his resting time in useful study and reading. Under the influence of this, his mind became ambitious for advancement; his habits of industry had engendered a spirit of confidence, and he con-



Wm L Mallers

ceived the idea of pursuing a commercial life. When the youth, with fresh energy and inexperience, projects his own way, unconscious of the unseen hand that directs his path, he chooses a course, which he thinks is to be his destiny, to learn ere long, that "there is a divinity that shapes our ends, rough hew them how we will."

He left the farm and entered a grocery store; he was soon convinced that this was not his occupation for life; then he tried the Confectionery business, to which he did not become any more assimilated; concluding that merchandizing was not his forte, he hired himself to a Baker, but baking bread did not at all draw out his peculiar qualities of mind, and he turned his energies to the Painter's trade; in this, he found nothing to satisfy his

mind, and he abandoned it, and assisted in measuring timber. Then he became a helper in a Blacksmith's shop, but only long enough to know, that it was not the place for him; and he began to work at House Carpentering; at this, he found better scope for his faculties, and it gave promise of being his business for life; but having completed a piece of work, he was compelled to accept pay in an order on a country store; and when the order was presented, he was paid in straw hats; this and insolvency of his employer, prevented his continuing the business, and he found employment on a Steamer. Here, in observing the working of the steam-engines, he determined to learn the Machinery business, and at once undertook its study. He lived on a steamer, and when in port attended the School of Design. Here he found the food which his mind had been so long craving. By the aid of a friend, who appreciated his talents, he was enabled to prosecute his studies in practical enginery; and by unceasing toil, he prepared himself for examination, as an Engineer, before the United States Inspectors. Having creditably passed, he obtained the position of Engineer, on a Canal Freight Boat, at a salary of thirty-five dollars per month, of which he was very proud. Life seemed now to open before him, and to promise that advancement which he had sought, and towards which he struggled against so many obstacles and disappointments. Yet his ambition was not satisfied, though his position was agreeable and wages ample. Conscious of his ability to advance still further, he applied for and obtained the position of Assistant Engineer on an Ocean Transport; after serving six months, he was promoted to the Chief Engineership of the vessel, which he held for two years. These were valuable years to him, affording scope and opportunity for studying the construction of steamers.

His employers having purchased a steamer, offered him the Chief Engineership. After this, he spent a short time in Rio Janeiro, and on his return, accepted position on a Steam Packet between Philadelphia and Savannah. When she "laid up" for repairs, he returned to his home, to spend a few months of hard-earned rest, after seven years of incessant toil. We can well imagine the satisfaction with which he was received by the family and villagers, who recognized in the efficient Engineer, the little farm-boy thus transformed. After six months rest, he was appointed Assistant Engineer on a Baltimore and Savannah Steamer, and on her second trip again promoted to Chief, and shortly afterwards consulting Engineer for the Line, which position he retained until he entered into his present business in Baltimore. In all these subordinate positions he progressed rapidly and acquitted himself to entire satisfaction; many workmen would have rested content with this; the goal of his ambition however was not reached; he aspired to be not only his own master, but a proprietor and a power among men; in his department, to be a peer of the foremost.

In 1871, he began in a small shop on Caroline Street, the construction of engines and steamers. Success seemed determined at once; soon he was compelled to use the street for the main portion of his work. Here he built some of the most powerful engines ever constructed in Baltimore. The increase of business necessitated larger quarters and he removed to the foot of Ann Street, where he began to build steamers complete, on a large scale. After constructing several wooden, he built a number of Iron Steamers, among them some fine iron tugs, and the beautiful steamer, Enoch Pratt, and ponderous hull of the City Ice Boat, F. C. Latrobe. His merits had thus become recognized in the highest quarters, and he was established firmly among the leading iron builders and engineers of the country. In iron-ship building he is the pioneer in this city.

He has received the contract for constructing the Iron Bridge on Calvert Street, across Jones' Falls, which will be the largest, most graceful, and costly in the city. Finding his shops too contracted for his increasing business, he leased the new Dry Dock which is now being built on Locust Point, of which Robert Garrett is President, and a number of leading citizens, directors. This will be one of the most extensive and complete in the country and of immense importance to this Port and its ship-building interests.

Mr. Malster in 1879 associated with him, W. B. Rainey of Philadelphia, a gentleman of large experience and a thoroughly trained Constructing Engineer and Ship Builder, and the firm is fully equipped for the construction of machinery and steamers. It is valuable to Baltimore, not only for its reputation, but for furnishing employment to hundreds of honest mechanics and laborers.

Thus have we traced Mr. Malster, from the poor little village boy, to the proprietor of one of the greatest enterprises of Baltimore, associated in business and financial affairs with the controlling powers, having won this prominence and distinction, by his own unaided industry and genius. He is only *thirty-six years* of age; the youthful side of manhood's prime; this renders his career the more brilliant, and deserving of note. Men do not usually look for such distinguished success so early in life, especially in a business, which like Mr. Malster's requires not only energy, perseverance and judgment, but intellect, study, scientific and practical knowledge. Considering all the circumstances of his life; his want of all the ordinary appliances of education and association, which the majority of youths possess, his course is one of the most interesting and signally successful that has come within our review.

His career in this city is just begun. He has laid the foundations of a life and business, which with its coming years must be a constituent element of Baltimore. Every community large or small must recognize and utilize ability and virtue, demonstrated to such a degree of merit and success.

We have in several instances pointed our young men, to the examples of the successful aged men among us, but here we have one of their own number, who has shown what may be accomplished by the faithful employment of life, in any honorable pursuit. We express the hope of many, that he may be spared to complete a long life, and advance the interests of Baltimore in his department, which is closely connected with all the movements of commerce and civilization.

JACOB TOME,

OF PORT DEPOSIT, MD.

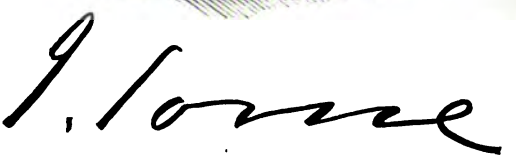
The display of force is always impressive. The *forces of nature*, heaving the tides, impelling the winds, uprooting forests, flashing the lightning, rolling the thunder; the *forces of mechanics*, driving, crushing, removing, uplifting material, moulding, casting, renewing and constructing it, into the infinite forms and proportions for man's convenience, comfort, and pleasure; the *martial forces*, pressing on to victory, trampling over the slain, changing dynasties, and revolutionizing the world; the *force of eloquence*, swaying multitudes and rousing them to enthusiasm and action; these and every force that are the expression of power, subduing and controlling mind or matter, impress and awaken in us, the sense of awe.

There is a force which lies behind all physical, mechanical, martial and social forces. tis the *force of character*, and *will*. The noblest, grandest exhibition, in the world, is a youth, beginning life, without any propitious surroundings, by the inherent strength and nobility of character, marshalling all his forces, working his way against adverse and opposing circumstances, making them stepping stones in his ascent, arriving at the summit of success and honor, ere his sun begins to decline and his shadow lengthens towards the east of life's journey.

HON. JACOB TOME, one of the most successful and honored men of Maryland, was born in Hanover, York County, Pennsylvania, August 18th, 1810, of German parentage. He was one of a large family of children, supported by the daily labor of their parents. The little that they earned, by their hard, honest labor, was expended upon the necessary sus-

tenance of the family, and young Jacob's education was confined to an occasional term in the district school, during winter months. These slight opportunities he improved to the utmost. Though the knowledge he acquired was necessarily small, he learned the best part of education, how to reason, and apply principles. The best discipline of youth is to *discover* principles, so as to be able to fit them into the complex experiences of life, as the guiding forces. Many lives are wasted in misdirected efforts, for the want of this.

Mr. Tome was a thoughtful, well matured youth of sixteen years of age, when his father died. This severe stroke, developed the germ of manhood in him. At once, he began the warfare of life, and conquest of his destiny.



It is impossible to imagine a condition of early life, more unfavorable for success, than his. Only he with a clear brain, and lion-heart, could survive the earthly contests of such a life. The humble, loving mother, widowed, with a group of helpless children, was a sight which aroused the man in the boy; he wasted no time in useless repinings, but hired himself at once to Colonel Graham, a farmer of York County. With him, he remained fifteen months, valuable to him, because they were the beginning of his career, during which he learned his first lesson of self-reliance, and obtained that confidence, which is the underlying course, in the foundations of life.

Farming however, did not satisfy him, and he was not to dig his destiny out of the earth. Honorable pursuit though it be, to till the soil, it was not the vocation, for which he was fitted, and Providence had designed him.

From Colonel Graham's farm, he went into the employ of Jacob Musser, who owned and conducted fisheries, at Stony Island, in the Susquehanna River. Mr. Musser, perceiving his industry and integrity, made him his superintendent and overseer, thus entrusting to him, the entire business. Mr. Tome continued with him a year, when he became satisfied that his destiny was to be something above this, and went to Marietta, Pennsylvania, where he engaged himself with James Stackhouse.

With him he remained until 1832, and then went into Abraham Varley's Tin-ware shop and factory. Step by step he seemed to be *feeling* his way in the dark. He felt the power within himself, to make life a success, yet by reason of the deficiencies of his early life, and its poverty, he could not define the path which led to it. He did however, what a genuine man will do, seek every opportunity for the exercise of his energies, and make the most diligent use of his time. This is the only way to rise, for there is no "royal road" to success; it is an uphill journey, which taxes to the utmost, limb, heart and brain.

While engaged at the tinner's trade, Mr. Tome saw an advertisement for a teacher, of a country school, near Elizabethtown, Lancaster County, Pennsylvania, for the fall and winter months. He made application for the position, though conscious of his limited education. He resolved, if he obtained it, to study in advance of the classes, so as to be prepared against all contingencies. The trustees, apprehensive of his inability to maintain discipline, were not disposed to appoint him; favorably impressed however, with his determination and manly bearing, they duly installed him as schoolmaster.

Men are prepared by their earlier experiences, for the chief vocation of life, when they know it not. Between the young country schoolmaster and the great financier, merchant and Bank President, there seems to be little or no correspondence. We could hardly connect them by any links of events, that would develope the latter out of the former. Human ken could not discern in the shepherd boy of Bethlehem, the greatest king of Israel. His leathern sling and shepherd's staff, did not suggest to any, the death of Goliath, and the sceptre of Israel's throne. His proficiency in the use of these, attained by the faithful discharge of his humble duties as a shepherd boy, qualified him for his grand work as Israel's deliverer and king.

The country schoolmaster of Lancaster County, had there brought into careful and constant exercise, just those energies and qualities of nature, that were necessary for all his subsequent enterprises. In the rigid discipline, that a school of insubordinate boys necessitated, he acquired training for the sterner contests awaiting him, on the arena of the world. His first experience was with the physical champion of the school, whom the boys had chosen, to defy the new teacher. The struggle was severe between moral courage, masterly determination, and physical strength. The teacher succeeded; the boasting, rebellious school was completely subdued, to respect and obey his authority. Again perceiving a number of the scholars to be in advance of himself in arithmetic, he found it necessary to have assistance; for this, he walked on a Saturday afternoon, twenty-four miles, to a town and back again, to purchase a key to the text-book, to be prepared for his class on Monday morning. These incidents not only illustrate the courage, will and perseverance of Mr. Tome, as indicated at that early stage of his career, but they were with many others, the occasions which developed his strength and determination, and authenticated to him, his ability to cope with any difficulties, that he might encounter.

Having completed his engagement with the school, satisfactorily to the trustees, in the spring of 1833, he went to Port Deposit. This town had become an important point on account of its lumber trade, and granite quarries; doubtless this had something to do with his going thither, for his mind and desire were developing towards a business career. After a short engagement in a hotel, he determined to prepare himself for business, and studied

book-keeping in Philadelphia during the ensuing winter. On the 23rd of March, 1834, he returned to Port Deposit, and obtained a clerk's position with DOWNEY & MONTGOMERY, extensive lumber dealers on the wharf. This was the first step, that seemed to him, to indicate his destined occupation. He discharged his duties with such zeal, activity and rare business talent, as to attract the notice of men having correspondence with the Port, among whom was David Rinehart, a wealthy banker and lumber merchant, of Marietta, Pennsylvania, who visited the place usually twice a year, to dispose of his lumber and engage in other mercantile transactions. In the spring of 1835, Mr. Rinehart made a business proposition to Mr. Tome, furnishing five thousand dollars cash capital against his services. The firm of TOME & RINEHART was then constituted. They continued a successful and growing business from 1835 to 1851, when Mr. Rinehart died. The capital invested at that time apart from all the profits which had been drawn out, was $100,000. Edwin J. Rinehart the son, succeeded his father, and the firm continued as TOME & RINEHART.

In 1858, this firm was dissolved, and 1855, Mr. Tome formed a co-partnership with John and Thomas Bond, as BOND BROTHERS & Co., of which he was the capitalist. They continued his lumber trade, and owned by his purchase, 20,000 acres of timber land in Pennsylvania, and 10,000 in Michigan. Cotemporaneous with his lumber business, he engaged in other large and important enterprises, furnishing capital and giving them that personal attention, which insured their success. He carried on a large Grain, Fertilizer and Agricultural House, with Joseph Reynolds, in Port Deposit. In 1849, he united with J. J. Taylor and John S. Gittings of Baltimore, in establishing the BALTIMORE AND SUSQUEHANNA STEAMSHIP COMPANY, which is still in successful operation. They also organized, with Captain Mason L. Weems, the BALTIMORE AND FREDERICKSBURG STEAMBOAT COMPANY, which, after the death of Captain Weems, was transferred to his heirs. In these and other enterprises Mr. Tome accumulated large wealth, and invested much of it in real estate, timber lands, improved farms, and business property, which have proved very profitable. Besides this he had invested, in valuable estates in Baltimore, and in many safe securities. In this aspect of his career, we briefly enumerate the enterprises in which he has been engaged, which illustrate his rapid progress. In 1835, he began with Mr. Rinehart, since then, while prosecuting the lumber trade and other branches of merchandize, he became President of the Baltimore and Susquehanna Steamship Company, a stockholder and director of the Philadelphia, Wilmington and Baltimore Railroad Company, Port Deposit and Columbia Railroad Company, Susquehanna and Tide Water Canal Company, Ridley Park Association, Conowingo Bridge Company, and a large stockholder of the Delaware Railroad Company. He is also largely interested in Baltimore City Passenger Railroads.

If this were the extent of his attainments his success would appear exceptional and most remarkable. It is far more than ordinary observation would have dared to predict of the poor youth, whom his father's death had cast destitute upon the world. But this is not the altitude to which his eye was directed, and his ambition aimed. As he rose to one height of fortune, he always saw before, another, still higher. So far, on his upward course, his path lay well defined; in it, he could see the dark problems of his youthful life, at least *partially* solved. They had served to knit the sinews of his heart for the struggle, and to harden his feet to the pathway. From one passage of life, he was prepared for another, so that no prominence ahead, had for him a frowning aspect, and he planted his foot at the base of each ascent, assured that he *would* reach its summit. It was no venture for him, to enter into the most difficult and perilous business that of Financiering and Banking.

The mountaineer who has climbed the hills from his youth, plants his feet firmly, where, the sight of which, makes the chance traveller tremble. Thus in 1850, Mr. Tome organized and established the CECIL BANK in Port Deposit, at a time when the stoutest

financiers would have hesitated. He started it with only $25,000 capital, which yearly increased, until in 1864, it had a surplus of $100,000, and became a National Bank, with a capital of $300,000. Mr. Tome is and has been its President from its organization. In 1865, he opened the FREDERICKSBURG (VA.) NATIONAL BANK with a capital of $100,000, himself being President. In 1868, he purchased ELKTON NATIONAL BANK with a capital of $100,000, and reorganized it with himself President. In 1876, he bought HAGERSTOWN (MD.) NATIONAL BANK, removed it to Washington City and reorganized it with a capital of $300,000, as the CITIZENS' NATIONAL BANK of WASHINGTON CITY, with Hon. John A. J. Creswell, President; A. R. Appleman, Vice President. For this, he purchased and refitted the marble building of the FIRST NATIONAL BANK owned by Jay Cooke, the finest bank building at the National Capital. Mr. Tome is also a stockholder and director in the THIRD NATIONAL BANK OF BALTIMORE.

The fatherless boy, who began life, penniless and friendless, ere his course was half run, became a great merchant, and banker, and land owner, and is recognized as a leading power in his State and her metropolis.

Has it been his ambition only to make money and fame? Was it only the gleam of gold, that lured him onward and upwards? Was it a colossal fortune, a palatial residence, that kindled the fire of his soul, and kept its energies in constant action? Have his ardor, his desire, his purpose, been moving only around the centre of self. The man whose eye is gloating with selfish greed, does not travel the road over which Mr. Tome has journeyed. It is not *his* aim to lift and strengthen others, by *his* own success. There is no passage in Mr. Tome's progress, where he has not placed and established some other one, and put agencies to work that have wrought valuable results to business and humanity. He regarded himself, not apart from his community, and began so soon as he had ability, to display generous public spirit. The citizens of Port Deposit in token of their appreciation of his interest in the town, have for twenty years, elected him TOWN COMMISSIONER.

Inspired with patriotic sentiments, and anxious concern for the nation, during its civil strife, he became a candidate of the Union party, for the State Senate, to which he was elected in 1868. He was appointed second on the Finance Committee of which Archibald Stirling, Jr., the present able United States District Attorney for Maryland, was chairman. The financial legislation of that session which effected great reforms in the State, and reduced the State tax to five cents on the hundred dollars, was largely inspired and shaped by him. In this his first legislative experience, he displayed such masterly ability that he was re-elected to the next Senate, and served until 1867. In this term he was chairman of the Finance Committee. In the committee and on the floor of the Senate he was the acknowledged ruling spirit, to whose sound judgment, and plain, practical, forcible logic ready assent was always yielded. In 1871, his party unanimously nominated him for Governor of Maryland, and though the opposite party were largely in the majority and had for its candidate, its most popular candidate, our present distinguished United States Senator, Hon. William Pinkney Whyte, he received a large and flattering vote. These public services were rendered at great personal sacrifice, from a comprehensive view of his duty to the State.

One of his generous and noble acts, was the gift of a handsome church edifice to the Methodist Episcopal Church in Port Deposit. Of this, Mrs. Tome was an active member, and inspired by his affection for her, who had been to him a devoted wife, encouraging him in his struggles, rejoicing in his successes, comforting him in affliction, he conceived this handsome purpose. The building was finished and dedicated October 30, 1871. It is built of the native granite of Port Deposit, in Gothic style, exceedingly handsome, rarely equalled in the larger cities. It will accommodate 650 persons, and has most ample and convenient appointments for the Sunday School, numbering 400 scholars, prayer and class meetings, church sociables, &c.

The Wilmington Conference which met at Port Deposit, March 18, 1870, ordered the following resolutions to be engrossed and presented to Mr. Tome:

WILMINGTON ANNUAL CONFERENCE OF THE METHODIST EPISCOPAL CHURCH.

Whereas, This Conference has learned that the beautiful and substantial church edifice in this town now approaching completion, is designed by the Hon. Jacob Tome to be used as a Methodist Episcopal Church; and

Whereas, It is proper that the Conference should give expression to its high appreciation of so noble and appropriate an offering, and such commendable liberality; therefore,

Resolved, That the thanks of this Conference be unanimously presented to Hon. Jacob Tome, of whom it may be said, "He loved our people and hath built us a synagogue."

Resolved, That the best reciprocation of this kindness that we can promise, is a special remembrance of himself and family in our prayers to Almighty God.

Resolved, That a copy of the foregoing signed by the President and Secretary of the Conference, be suitably engrossed and furnished Mr. Tome.

EDMUND S. JANES, President,
SAMUEL L. GRACER, Secretary.

Port Deposit, Md., March 18, 1870.

The building cost in round numbers $55,000.00. But for the facility of obtaining the granite, and other material of which the church is built, and the further fact that it was constructed under Mr. Tome's own personal supervision, such a building almost anywhere else would have cost $75,000.00. In honor of the donor, it has been incorporated "The Tome Memorial M. E. Church."

Mr. Tome married December 6th, 1841, Miss Caroline M. Webb of Port Deposit, an estimable lady, who was the partner of his eventful and useful life till February 16th, 1874, when she was called away to her home above. She was an earnest christian woman, and was greatly gratified with his munificent gift to the church she loved and faithfully served.

Mr. Tome's residence, which he built on the hill side, overlooking Port Deposit, affording magnificent views of the Susquehanna River, is all that wealth and taste could make it. It is a palace in size and construction, surrounded by terraced gardens, conservatories, with a beautiful park, making it in the full burst of summer, like a castle hung in air. Between the designer and master of that palatial mansion, and the fatherless boy of York County, not more than 40 years intervened when he took possession. This is magnificent success. We venture the opinion that in view of all the circumstances, there is not one more eminent and deserving of record.

It is exceedingly gratifying to the citizens of Baltimore, that Maryland possesses one, who has risen by his own virtue and abilities to such an eminent position, and is doing so much to enhance the wealth and reputation of the city and State. His influence on Baltimore is not merely indirect, for his money is largely invested in some of our most important institutions and enterprises, to which he gives regular portions of his time and attention. He is justly regarded as one of the strong men upon whom the city depends, and to whose enterprise and capital it owes much of its commercial and financial welfare.

While Mr. Tome's career has been exceptional, there are elements in it which may be useful to others, illustrative as they are of the essential principles of a true life. Hard, resolute, persevering industry, determination to conquer an honorable destiny, purity of purpose, integrity of conduct, economy in life, careful appropriation of results, will insure measurable success. In the demonstration he has given, let young men take courage and fresh inspiration; let them not be defeated by any obstacles, but rather gain strength by contention and hope for greater triumphs, from each success in the way.

Mr. Tome has not yet reached his three score and ten, and we trust that his valuable life may long be spared, and that the evening of his days on earth may be serene and clear, and its closing prospect the best of all, and be another step in its progress to better and brighter heights beyond.

STERLING THOMAS.

We must regard every business, in its relations to the whole economy of commercial and social life, in order to have an adequate view of its importance, and to appreciate those who are conducting it. The intricate movements of society are regulated by the machinery of trade and manufactures; some departments however enter more minutely than others, into the arrangements of life. More than any other, the business of supplying the daily wants of mankind, with its necessary and sustaining food, determines the comfort and good order of every community. Man is a complex being, physical, moral, intellectual and spiritual. His physical or animal nature is the basis on which the others proceed and receive their due development. "Men's sana in sana copore," is an apothegm which is hourly and universally demonstrated. What the individual needs, what the community must have, is an abundant supply of wholesome, strengthening food; without this, in the one case, the man, and in the other, society, would be in an unhealthy condition, and subject to constant disorders.

These general remarks have suggested themselves to our mind, in connection with the BUTCHERING BUSINESS of Baltimore. There is no department which touches so vitally every individual, from the infant to the octogenarian, or on which the whole fabric of human society is so dependent; and yet probably there is not one so little appreciated. Only they whose business it is, to provide for the daily necessities of a city of four hundred thousand people, can estimate the labor and expense requisite to procure the live stock, to transport it hundreds of miles, subject to numerous contingencies, to keep it until it is in proper condition for slaughtering, and at last prepare it with the utmost care for market.

The commercial value of this business, consists not only in the enormous amount sold, and the simple circulation of money which it necessitates, but also in the advantage which it is to other departments of trade and industry. We could not enumerate those which are sensibly affected by it. It will readily occur to the reader, that the wagon-maker, black-smith, tanner, currier, shoe and leather, hide and tallow merchants, hair, glue, harness, trunk and many other manufacturers, the hotel keepers, the rail roads are directly concerned in and dependent on it. And not only so, its influence extends beyond the city, and constitutes one of the chief sources of the farmer's support. Indeed it is impossible to measure the extent of the relations of the trade, or to follow them through all the ramifications of life's economy.

We think then that the Butcher deserves far more consideration than he has been accustomed to receive from the community. It is a narrow mind which regards him only as the man who stands behind the stall, in his white dress, armed with knife, cleaver and saw, ready to cut off a steak or joint of meat to order. There he is only the merchant, selling the last product of his business, which time, capital, and labor, reaching perhaps over the continent, and through many avenues of trade, have finally placed on that stall.

There has always existed an unreasonable prejudice against butchers, growing out of the assumed opinion, that the nature of their business, the taking of animal life, blunted the sensibilities and tended to make them less humane than other men. This has, in many countries, expressed itself in the statute law, forbidding butchers sitting on juries in cases of murder trials. For the butchers of Baltimore as a class, we can say, that they refute such an idea. None are more ready to respond to all the demands of suffering humanity and they are continually supplying the destitute with meats, both to individuals, and through benevolent organizations. The BUTCHERS' ASSOCIATION OF BALTIMORE is a true exponent of the spirit.

In 1852, the butchers finding that they were the victims of an odious monopoly, organized the BUTCHER'S HIDE AND TALLOW ASSOCIATION. The object of this association was to salt their own hides and render their own tallow, and thus protect the butchers against impositions, by giving them control of their own business. The association organized

with Marcus Wolf, President; William Carmichael, Vice President; James P. Thomas, Treasurer. The Directors were Edward Moon, Henry Riefle, Francis Hoover, Jacob Hoff, Frederick Rice, John H. Toffling, Lewis Turner, George H. Lovering and others. This movement proved to be a great success, the business increased enormously, until it has become one of the largest interests in the city. Lewis Turner early became the chief manager of the business of the Association, and its success and efficiency must be largely attributed to his ability and skill. There are now three such Associations, with several hundred members, and they are sending their productions to all parts of the country.

Sterling Thomas

In connection with these considerations, the name of STERLING THOMAS is eminently appropriate. This gentleman was one of the best representatives in our community of butchers, whose record should be thus preserved, as one honorable to his occupation, and an example to those pursuing it.

He was born in Kent County, Maryland, January, 1790. His parents were highly respected in the county, his father being an industrious farmer. He died suddenly when his son Sterling was fifteen years of age. He was thus left, with his mother and two younger sisters, without means, in circumstances of great perplexity. The whole burden and responsibility of their support fell on him at this early age, and he nobly assumed them. Realizing the situation, he came to Baltimore, and diligently sought occupation. He soon

engaged himself to Jacob Daley, a manufacturer and exporter of chairs, who shipped large quantities to South America. His factory was then on Baltimore Street and Jones' Falls. He improved every moment of his time. While working faithfully at his trade, he learned to read by his own exertions, often reading by the light of the moon, after retiring to his bed, being too exhausted by his manual labor to sit up.

By his force of character and constant occupation, he was prevented from forming evil associates, and as he grew in years, strenghtened in the virtues of manhood.

Having served his apprenticeship, he was enabled to contribute more to the assistance of his mother and sisters, and had fair promise of success in the business he had learned, when in 1814, the British army appeared before Baltimore, and he took up arms in its defence, and became one of its "brave defenders" nearly all of whom have passed away. For some years after the war, his business was very dull, the trade with South America being transferred to other markets. He had married in the meantime, and his own and his mother's family made his expenses very heavy, and compelled him to look for a more profitable business.

Looking to the growth of the city, he determined to go into the market as a victualler. His progress was at first slow; but he became recognized as one, who was strictly conscientious, and provided the purest and best articles of food. In the course of time, his business became very extensive and profitable, and for some years before his death he was enabled to retire on a handsome competency. He was succeeded by his sons, two of whom still continue the business.

Mr. Thomas, while successfully prosecuting his business, had a higher aim than making money. He improved every opportunity of educating his own mind, and giving culture to his family, that he might the better fulfil the duties of a citizen, and give his children every advantage of position and association; but more than this, he recognized his higher duty as a christian, united with the Methodist Episcopal Church in early youth, and was one of its most active and consistent members; his reputation for piety and zeal extending beyond his own conference and denomination. He was a manager of the Maryland State Bible Society, and active in other religious corporations.

His irreproachable conduct and christian character, secured for him the confidence of the community and church, and he held honorable and responsible positions in both. At the time of his death which occurred in 1865, he was a director of the Maryland Penitentiary, and so great was the confidence of the Board in his judgment, that they committed the purchasing of supplies to his individual discretion. His philanthropic spirit manifested itself in many ways towards the prisoners; in mitigating the severity of their treatment, and on public days, he had introduced, the custom of providing extra fare and entertainment for them.

He was endowed with those qualities, which naturally constitute men leaders, and by study, observation and careful examination and application of principles, he greatly overcame the disadvantages of youth, and surpassed most of those who started in the race of life, far in advance of him. He was prominently connected with a number of financial institutions, and was one of the organizers of the Central Savings Bank.

He died 1865, at the age of 75, regarded by all who knew him as one of the best and most useful men in the community.

His career presents a fine example of honesty, integrity, energy and perseverance, struggling with all the adverse circumstances of life, and rising into complete triumph.

Here is a country youth, without money, friends and education, before he had any experience in life, suddenly called to support a widowed mother and sisters, coming into the city, to begin the struggle alone, not only proving equal to his burden and responsibility, but carving out a successful life, rearing a family and leaving a record, which are honorable to his memory, and an encouraging example to all in his pursuit.

CHARLES F. PITT.

There are two classes of business men; the one comprises those who pursue channels cut out by their predecessors, and they who cut out channels for themselves. They are equally important, the one to maintain existing forces, the other to originate or set in motion new ones.

CHARLES F. PITT belongs to the lattter, (with this additional remark,) that he not only originated a House, but has *established* it on enduring foundations.

He was born in Baltimore, February 7th, 1808. His parents were William and Ann Pitt, of Scotch and English ancestry. He received the best school education the city could then afford, and was placed in the counting room of his brother-in-law, John G. Chappell, and having obtained a general knowledge of commercial transactions, and developed decided ability for business, with his ambition to succeed in life, he soon began to prospect for opportunities in which to enlist his energies and talents.

At the age of twenty-six, he chartered the brig Adele, owned by John Lafitte, and made a voyage as super-cargo to Buenos Ayres. This trip having proved successful, upon his return to Baltimore he was engaged by Mr. Lafitte to go on his ship Lafayette, as super-cargo, to Mocha, on the Red Sea Coast. There he obtained a cargo of coffee, which was sold on the Mediterranean.

This experience was exceedingly valuable to him, not only in giving him that self-reliance which is essential to commercial success, but that comprehensive range of thought and knowledge of the world, without which the successful man is not complete. Returning to Baltimore, at the age of thirty, he began the commission business with a small capital, on his own account. After doing a general business for several years, he directed his attention chiefly to the importation of English chemicals, and for thirty years his House has been the principal one in this line in Baltimore. Mr. Pitt calculated upon the rise and development of the industrial interests of this great country, especially of the West; and he was not disappointed. The demand from all sections increased steadily and rapidly; the enterprise of Mr. Pitt and the facilities he afforded to the trade, diverted a large portion of it from the northern markets to this city, so that his commercial influence has been and is of great value to Baltimore.

He began to train his sons, Farris C. and Charles F. Jr., to the business, and when they became thoroughly acquainted with it, having obtained the needed experience, he associated them with himself as partners, under the firm name of Charles F. Pitt & Sons. They sustain a high commercial character, and in their hands the business will be safely perpetuated.

Mr. Pitt has always taken an enlarged view of the commercial relations of Baltimore, and sought by his words and pen to awaken an intelligent spirit of enterprise, so as to multiply our sources and supply, and our markets at home and abroad.

We find in copies of the BALTIMORE AMERICAN, dated August 23, 1854, October 25, 1856, and March 20, 1858, articles written by him on the subject of steam communication between Baltimore and England. In these he showed the great advantages which would accrue from this to Baltimore, and foreshadowed many of the results which have occured from the lines subsequently established.

He has also published articles at various times, designed to promote and encourage commercial integrity, to elevate the standard of commercial honor, and ennoble the pursuit of wealth in all honest directions. In doing this he has sought to discharge a duty which he esteemed incumbent on the successful man, viz: to help others up the difficult hill of life's enterprise, by showing the only safe places where to plant the feet, in the ascending path of virtue, honesty, integrity and perseverance. It is a good thing for those who have reached the summit of the hill, to call out to those who are toiling upward, words of instruction, warning and encouragement.

ALEXANDER HAMILTON STEPHENS,

OF GEORGIA.

The national character of this eminent statesman, and his distinguished services to the country, justify at least a short tribute to him in this work. As a constituent part of the American Union, Maryland enters her claim in the general interest that attaches to his public career. But we feel that we have a more specific relation to him, arising from our intimate connection with the National Capital, which we have expressed in our article on Washington, pages 353-370. Mr. Stephens has been identified with Washington, with slight intervals, for nearly forty years, and not only has his name been familiar with us, as one of the great statesmen of this period, but his agency in effecting reforms in the government of the District of Columbia, and favoring measures that have raised Washington into the character and proportions of a great city, resulting to the commercial advantage of Baltimore, give us a special interest in him. Moreover, our commercial relations to Georgia, and the other south-eastern States, are so important, and constitute so large a resource of *our* prosperity, that it is eminently proper to include him among those who have contributed to Baltimore's advancement; for, by his influence in shaping National and State legislation, in nurturing and encouraging education and industry in the South; by his example and words of wisdom, he has been instrumental in developing that domain, from which we derive a large portion of our wealth. His own State, Georgia, is a splendid empire, whose soil is an exhaustless treasure-house, and whose industries have multiplied with great rapidity, so that she is one of our best patrons, to whom we must always look for much of our progress and prosperity. Therefore, we deem it right and appropriate to honor in these pages her noblest living statesman, whose purity of character entitles him to our admiration, and useful life and eminent services to the country, to our gratitude.

ALEXANDER HAMILTON STEPHENS was born in Taliferro County, Georgia, formerly a part of Wilkes County, February 11th, 1812. He was named Alexander, after his grandfather, who emigrated to Pennsylvania, from England, where he warmly espoused the cause of Edward, the Pretender; upon the success of the House of Hanover, to which he was opposed, he left the country. In the Revolution he actively adhered to the cause of the Colonies. In 1795, he settled in Wilkes County, Georgia.

The father, Andrew B. Stephens, here lived with his father, and married a lady of intelligence and great excellence of character, Margaret Grier, a distant relative of Chief Justice Grier of the U. S. Supreme Court. She died during the infancy of Alexander, their son, thus leaving him without the tender care and instruction of a christian mother. The father died May 7, 1826, when Alexander was but fourteen years of age. Made doubly an orphan by the death of his father, on whose protecting arm it seemed so necessary that this frail, delicate boy should rest, and to whose guiding counsel he should be intrusted, until he was established for life, this death appeared to human view, the greatest calamity that could happen to him. Yet, doubtless, it was the providential stroke which evolved the forces of his nature, and made him the man he is. Life in its strength and beauty comes only by the destruction of its sheltering cover. The life of the oak lies potentially in the acorn, that, can only be developed by its death. The man is inclosed in the boy; the death of young Stephens' parents early manifested the potencies which resided within his little frame. Life, so soon as it becomes distinguishable, appears specific; we do not recognize it in the germ. In Alexander H. Stephens it demonstrated itself on the occasion of his father's death. Left without means, save four hundred and forty-four dollars, his portion of the sale of the homestead, which he could not use until of age, this feeble, sickly, ethereal looking child, stood, confronting the untried and unfriendly world.

His uncle, Aaron W. Grier, offered him a home, in his family, without charge; the interest on his little patrimony scarcely clothed him and paid his tuition.

While an inmate of this home, he attended Sabbath School, and attracted the attention of the superintendent, C. C. Mills. Having communicated his impressions of Stephens to Rev. Alexander Hamilton Webster, principal of the Academy at Washington, Georgia,

Alexander H. Stephens
Taken 7th May 1879.

and pastor of the Presbyterian Church, he was authorized by him, to offer him a home in his family and school. This he accepted only on the understanding that it was to be regarded as a loan, which he should repay when able. In Mr. Webster's school, he made rapid progress, and a deep attachment was formed between teacher and scholar, and it was out of affection for Mr. Webster, that Mr. Stephens assumed his middle name of

Hamilton. Under the influence of his preceptor, he made a profession of religion and was received into the Presbyterian Church in Washington, Ga. The purpose of entering the ministry was proposed to and seriously entertained by him, Mr. Webster offering his own and the aid of the Georgia Educational Society, Mr. Stephens again insisting that this should be only as a loan. Mr. Webster's death occurred shortly after this, and a number of prominent citizens, elders of the Presbyterian Church, interested themselves in him, urging him to remain in the school, opening their homes to him, and pledging their support. With these providential favors, he diligently pursued his studies, and in nine months was prepared for college. He entered the Freshman Class of the University at Athens, August, 1828. This rapid progress of his academical course appears the more wonderful, from the fact that he suffered continually with pain and sickness. At the close of his second year, he became satisfied that the ministry was not his vocation, and his high sense of duty would not permit him to enter the sacred office, without unquestionable evidence of a Divine call.

His uncle and guardian, having confidence in his judgment, so early matured, surrendered to him his small patrimony; Mr. Stephens then borrowed of his elder brother, Aaron G. Stephens, money enough to pay his past indebtedness, and having graduated with honor, obtained the position of teacher at Madison, Georgia, and afterwards private tutor in Liberty County. Contemplating this weak, sickly youth, struggling with poverty, whose only sinews of strength lay hidden in his heroic soul, in this retired portion of a purely agricultural country, we can discern nothing of the brilliant lawyer and profound statesman. To himself, naught of his future appeared; yet he felt the rising of those powers, which have developed to such transcendent exercise. He chose the legal profession, and entered upon his study of law by himself. With no help from learned professors, extensive commentaries, or a complete library; with only a few elementary books, which he was able to purchase, alone, amid poverty and bodily pain, overwhelmed with burdens that would have crushed a less resolute spirit, he mastered the principles of jurisprudence, and took position in the sheriff's office and aided in recording, in order that he might become familiar with all the details of action from the *declaration* to final *execution*.

Thus prepared by his own unaided study, he was examined for admission to the Bar, before Hon. William H. Crawford, by Joseph Henry Lumpkin, Daniel Chandler and William C. Dawson, three of the most eminent jurists in the State, who complimented him, saying that he stood one of the best examinations they had ever witnessed.

The Bar of Georgia comprised a constellation of talent and eloquence, amid which it would be difficult to shine. Did Stephens expect this? Was it his ambition to attain like fame? The gleam of professional renown did not blind his eyes to that higher and brighter fame, of a true life crowned with the approbation of God.

If ambition ruled his spirit, he would not have declined the tempting offer of a distinguished lawyer, to enter into partnership with him in the city of Columbus, and remain at his home in the humble town of Crawfordsville, which promised little of profit or renown. No place however is so obscure, as to hide long from view, a youth endowed with power and industry, like Alexander H. Stephens. The God of providence lifts from the deepest obscurity, those whom He designs for eminent or useful stations. The narrow passages of life, which inclose the man from view, bring him into the light upon some prominence unforseen, far above many who entered life with brilliant prospects.

Mr. Stephens' first case, at court, was an occasion of his ascending career; it was the guardianship of an infant, in which he appeared for the mother vs. the grandfather; opposed by eminent and experienced counsel, before a court of the ablest jurists in the State; with wealth, talent, and popular sentiment arrayed against him, he triumphed; the court revoked the guardianship, remanded the child to the mother, and the young,

ungainly lawyer, had surprised the court and community by his amazing knowledge and burning eloquence. His fame spread throughout the State. He was engaged in many important causes, with and against the ablest counsel. With strict economy he was enabled to settle his indebtedness and redeem the old homestead, to which he added many acres, where, as "Liberty Hall," he has since resided.

In a short time he came to be regarded as the peer of the foremost counsel of the northern circuit, which was unsurpassed for legal lore and eloquence. His acquisitions appeared wonderful, his logical processes overpowering, and his eloquence though quaint, electrifying and irresistible.

By the force of public opinion, within two years after his admission to the Bar, he was elected in 1836, to the lower House of the State Assembly. With this, began his political career. He seized at once, the questions of civil economy, with the grasp of the statesman. He had studied deeply into the philosophy of history; had sifted all questions of national growth and decline, down to their elementary principles, and he was prepared by his course of original methods of study, to take the leading position in the Halls of State.

His first act was to advocate and carry through the bill for the construction of the Western and Atlantic Railroad, now connecting Atlanta and Chattanooga, against great opposition in the State and Assembly. Elected again and again to the Assembly by a constituency that became enthusiastically attached to him, he was, at the age of thirty-one, in 1843, sent to the United States Congress, as a member of the House of Representatives, by the Whig Party. Entering the House, which then contained some of the foremost statesmen and orators, this pale, sickly, delicate young man, having the appearance of a frail youth of eighteen, astonished the members by his marvellous powers of reasoning, and knowledge of State and National affairs. He became one of the leaders of the National Whig Party, and recognized as one of the prominent statesmen of the country.

His first Congressional career, extending from 1843 to 1850, comprised the exciting scenes connected with the Annexation of Texas, the Mexican War, the rise of the Free Soil Party, the Compromise Measures, the Kansas-Nebraska Bill and so-called *Repeal of the Missouri Compromise, and events preceding the late war. He was directly concerned in the Presidential Elections. In all these momentous events, he pursued the line of strict fidelity to the political truth, which was the pole-star of his course—Constitutional Unionism. He was a *Constitutional Union man.*

Many of our citizens will never forget his patriotic and eloquent plea for the Union, in this city, in the Maryland Institute, February 23d, 1852, on the occasion of the Congressional Banquet, held in honor of George Washington, at which Hon. R. F. Stockton, of New Jersey, presided, and there were present, John J. Crittenden, General Winfield Scott, and other distinguished guests. His burning, eloquent appeal for the Union, upon the principles of the Constitution, made a deep impression on the vast audience. At one part, the whole assembly arose spontaneously, in prolonged shouts of applause. The speech was delivered entirely *ex tempore*, and was one of the most thrilling and effective that ever fell from his lips.

He would neither lead nor follow his party, into any measure or upon a platform that conflicted with the strict, authoritative construction of the Constitution, and impartial legislation, and administration of the Government. Hence he was often opposed to his party, in the State and Nation; and the last results have invariably attested the truth and wisdom of his views. His position on the vexed question, of the relation between the Union and the States, has been well expressed thus: "His devotion to the Union, was not

*Mr. Stephens always maintained that there was not any repeal of the Missouri Compromise act.

to the Union *per se*, nor his devotion to State Sovereignty, to State Sovereignty *per se*, but to *Constitutional Liberty*—the legitimate offspring of the two ever united in holy wedlock."

By his independent, impartial examination of all questions, his conclusions have always been free from prejudice, and his actions moderate. While he stoutly opposed a hostile party, he has sought to hold his own from extreme or violent measures. In 1859, his practised eye caught the danger from afar; he tried to avert it, but the trains of evil consequences in the hands of rash and unskillful engineers, were rushing towards each other with terrific force. No human power could prevent the collision and he retired to "Liberty Hall," from political strife, having been tendered, by members of all parties in Congress, the unusual compliment of a public dinner.

He was not suffered long to enjoy repose; the nomination and election of President Lincoln, resulting in the secession of the Southern States, called him again into public service. He earnestly counselled peace, and fought against the secession of Georgia, in the State Convention. He labored, with the intense zeal of a patriot, with Mr. Lincoln and other members of the Government, to avoid war.

After the formation of the Southern Confederacy, he was unanimously elected Vice President. When he found that his views were widely different from those of the Cabinet, he withdrew almost entirely from their councils; but would not allow himself to be used as the leader of an opposition. He never would be a sciamatic.

After the fall of the Confederacy, he was confined, a prisoner of war, in Fort Warren five months. During most of this time, he was comforted by the presence of his beloved brother, Judge Linton Stephens, who obtained permission to share his confinement. He was released October 12, 1865; returned to his home, and was occupied in writing his "Constitutional View of the War between the States," in which he has given with great comprehension, and singular fairness, both the Northern and Southern view of the causes and issues of the war.

In 1866, he was elected to the United States Senate, but with other Southern members was refused admission to his seat. In 1870, was elected to the House of Representatives, and after fourteen years absence, appeared on his old arena. He was elected to the 44th, 45th, and 46th Congress, and in the fierce conflicts which have marked the sessions of Congress since the war, he has evinced great statesmanship, controlled by calm judgment.

Mr. Stephens has always encouraged the development of our material resources and the advancement of practical science. He was among the first to advocate the Railroad System; greatly aided Prof. J. P. Espy, the "Storm King," to establish the system of telegraphic Weather Reports, when most persons considered it chimerical; he rendered invaluable services to the citizens of Washington in many ways, especially in getting the Government to take on itself a moiety of their municipal expenses, and the introduction of the water works and street mains.

We unhesitatingly affirm, that as Mr. Stephens is to-day the wisest statesman we have, so he will go down to posterity, one of the greatest in American history. While a *young man*, he rose to prominence when John Quincy Adams, John C. Calhoun, Daniel Webster, Henry Clay were yet in their zenith; when Henry A. Wise, William C. Preston, Martin Van Buren, John J. Crittenden, William H. Seward, Lewis Cass, William L. Marcy, James Buchanan, Silas Wright, and a host of others, *had* risen to fame; with him, began a number of the brightest intellects, among whom it would be difficult to shine, and yet he attained a reputation and position that locate him among the most distinguished.

Reviewing the events of our national history, for the past quarter of a century, and judging from a human standpoint, we feel free to say, that if the counsels of Mr. Stephens and his compatriots had prevailed, our sectional war would not have occurred; had his

views been adopted by the Southern Confederacy, there would have been less loss and bloodshed and a more honorable peace secured; and had his basis of reconstruction been adopted, we would have long since had a complete restoration throughout our borders.

In whatever light Mr. Stephens is viewed, he appears complete, as a lawyer, statesman, man. Best of all he is a christian, and has been faithful to the vows of his youthful confession. His guide, through all the experiences of his private and public life, is the unerring WORD OF GOD. Having personal knowledge of the value and necessity of Christianity, as the practical, purifying power of life, he is ever ready to testify to its efficacy and its divine Author. To its institutions, the Church and the Sabbath School, he gives his cordial help. Having received his strongest and earliest religious impressions in the Sabbath School, he gladly acknowledges its importance. One of the most beautiful and pleasing episodes in his life, was the visit of the Sabbath School children of Georgia to him at "Liberty Hall," in 1874, when he delivered a noble and appropriate speech, which is not the least indication of his greatness and goodness.

Mr. Stephens is in the latter epoch of his life; may it last many years yet, in which his prudent counsels may help to guide the American people through the perilous times that are yet to come, and in which also, his citizens may crown him with their highest approbation. And when he departs from the scenes of political strife, may it be to that assembly where the heavenly harmony is never broken, and he shall receive in full measure the promise of the Lord's Beatitude, which he has richly earned, "Blessed are the peacemakers, for they shall be called the children of God."

JOHN MERRYMAN,

OF HAYFIELDS.

From Herefordshire, England, emigrated about the middle of the seventeenth century, to this country, two families, that became characteristic of Maryland society, many of whose members and descendants arose to prominence in the affairs of Baltimore. They were the Merrymans and Rogers. Their members numerously intermarried, from whom the present families of those names are descended.

JOHN MERRYMAN, of Hayfields, the subject of this sketch, is the son of Nicholas Rogers Merryman, the son of John Merryman, whose forefathers came from Herefordshire and settled on a farm about twenty miles from Baltimore, which he named Hereford, in memory of his English home. Here the grandfather, father and son were born, each of whom in their generations have sustained a prominent and useful part in our civil and social history.

JOHN MERRYMAN, the grandfather, became a citizen of Baltimore, while he continued to cultivate his farm, and engaged also in merchandizing. Thus, like his descendant, developing both our agricultural and commercial interests. He was one of the most prominent citizens of his day, and exerted a great influence upon public affairs. He was frequently entrusted with valuable service in matters of local and national importance. In connection with Samuel Purviance, Jr., Richard and John Moale, James Calhoun, William Buchanan, and other patriotic citizens, he instituted measures for the common defence against British oppression in 1774, and was a member of the committee of Baltimore-Town to organize a General Congress of the American Colonies, for concerted action and mutual protection.

With James Calhoun, Zebulon and Jesse Hollingsworth, Hercules Courtenay, Samuel Owings, James A. Buchanan, and others, he secured the Act of Assembly incorporating the city of Baltimore, and January 16, 1797, was elected from the Third ward to the

Second Branch of the *first* City Council; and upon its assembling was chosen President of the Branch; Hercules Courtenay being elected President of the First Branch, and James Calhoun, the Mayor, (see page 448.) One of the first acts of this Council was an expression of gratitude and good will to Washington, as he passed through the city, homeward, at the expiration of his second presidential term. Mr. Merryman was active in efforts to extend and improve the city, and officially concerned in several additions made to its corporate limits. Thus no family has a more direct inheritance in the history and progress of Baltimore, than the Merrymans.

JOHN MERRYMAN of Hayfields, the present representative of the family, was born August 9th, 1824, on Hereford farm, Baltimore county. His father, Nicholas Rogers Merryman, pursued the quiet life of a farmer, maintaining the reputation and position of the family. At the age of fifteen, John conceived a desire for commercial life, came to Baltimore and entered the Hardware Store of Richard Norris, then one of its most eminent merchants, where a number of young men have been employed, who subsequently arose

to prominence and success in this and other cities. His diligence and fidelity to business attracted the notice of his maternal uncle, Samuel N. Gott, who offered him a position in his counting-room in Guyama, Porto Rico, West Indies, which he accepted, in 1841; returning however the next year, his uncle John Merryman, induced him to take charge of several farms near Hereford, Baltimore County. Here his early training manifested itself, developing him into a complete farmer. This was the opening of his successful and useful career, and laid the basis of knowledge and skill in the cultivation of the soil and rearing of stock, which have elevated him into one of the most eminent farmers in the country. In 1843, he took up his residence at "Hayfields," and married the next year, Anna Louisa, daughter of Elijah Bosley Gittings. He was recognized at once by the leading citizens and farmers of that locality as a valuable accession, and took position in public and agricultural affairs with the Carroll's, Bosley's, Ridgley's, Worthington's and other representative men. He early became President of the Board County Commissioners of Baltimore County.

He entertained the highest view of the farmer's occupation, and made agriculture in all its branches a study, availing himself of all sources of information and approved methods of cultivation, not for his own profit only, but to advance the farming interests of his State. From the soil emanate all the wealth and prosperity of a nation. All human affairs, revolve in a circuit, which begins and ends with the productions of the earth. The most important class of workers, is the farmer, who subdues the earth, and makes it fulfill its highest mission, of supporting man and developing his marvellous powers of mind and body.

Mr. Merryman, with this conception of his vocation, has engaged with other intelligent citizens in awakening the farming community to the demands of the age, and spreading information conducive to its higher intelligence and prosperity. To this end he has been active in State and National Associations, designed to promote improvement and fostering of our agricultural interests. As early as 1850, he actively engaged in the affairs of the Maryland State Agricultural Society, was its Vice-President for Baltimore County in 1852, and President in 1857, which position he retained until the late war. In 1866, on his invitation, the active members met in his office in this city and re-organized it under the name of the MARYLAND STATE AGRICULTURAL AND MECHANICAL ASSOCIATION, of which he is now President. He was elected President of this Association in 1877, which the same year held its exhibition at Westminster, on invitation of the Carroll County Association, and in 1878 at Pimlico, near Baltimore. He is a member of the Executive Committee of the United States Agricultural Society, Vice-President for Maryland of the National Agricultural Association, and a Trustee of the Maryland Agricultural College. In all these positions he exerts a valuable and appreciable influence, has greatly promoted the efficiency of our State and National organizations. His agency pervades the State and his example has been greatly beneficial, especially to the young farmers. Very early he devoted attention to stock raising and has made a specialty of *Hereford Cattle*. He imported the finest specimens of this celebrated breed, about twenty-five years ago, which he has raised since then with utmost care, and has every head of it registered in the English Hereford Herd Book.

In 1859, he exhibited his stock at the celebrated Fair of United States Agricultural Society in Chicago, where he came into competition with the best cattle raisers in the country; he received prizes to the amount of $1,000. The committee from St. Louis were so much pleased with his exhibit that they invited him to their grand fair. Thus he gave our State reputation in this great interest where we could least expect it.

The value of his importation was appreciated by Congress during its last session, by passing a special act permitting him to import some Hereford cattle, selected while in England in 1878, and subject to the prohibition against importing cattle.

He sells his stock to various parts of the country, mainly to the West and Southwest, for breeding, in their fertile prairies. In this department alone he is accomplishing a great work for Baltimore and his State; not only giving us a reputation, but making us a port of supply for those immense fields, from which the world is furnished with cattle.

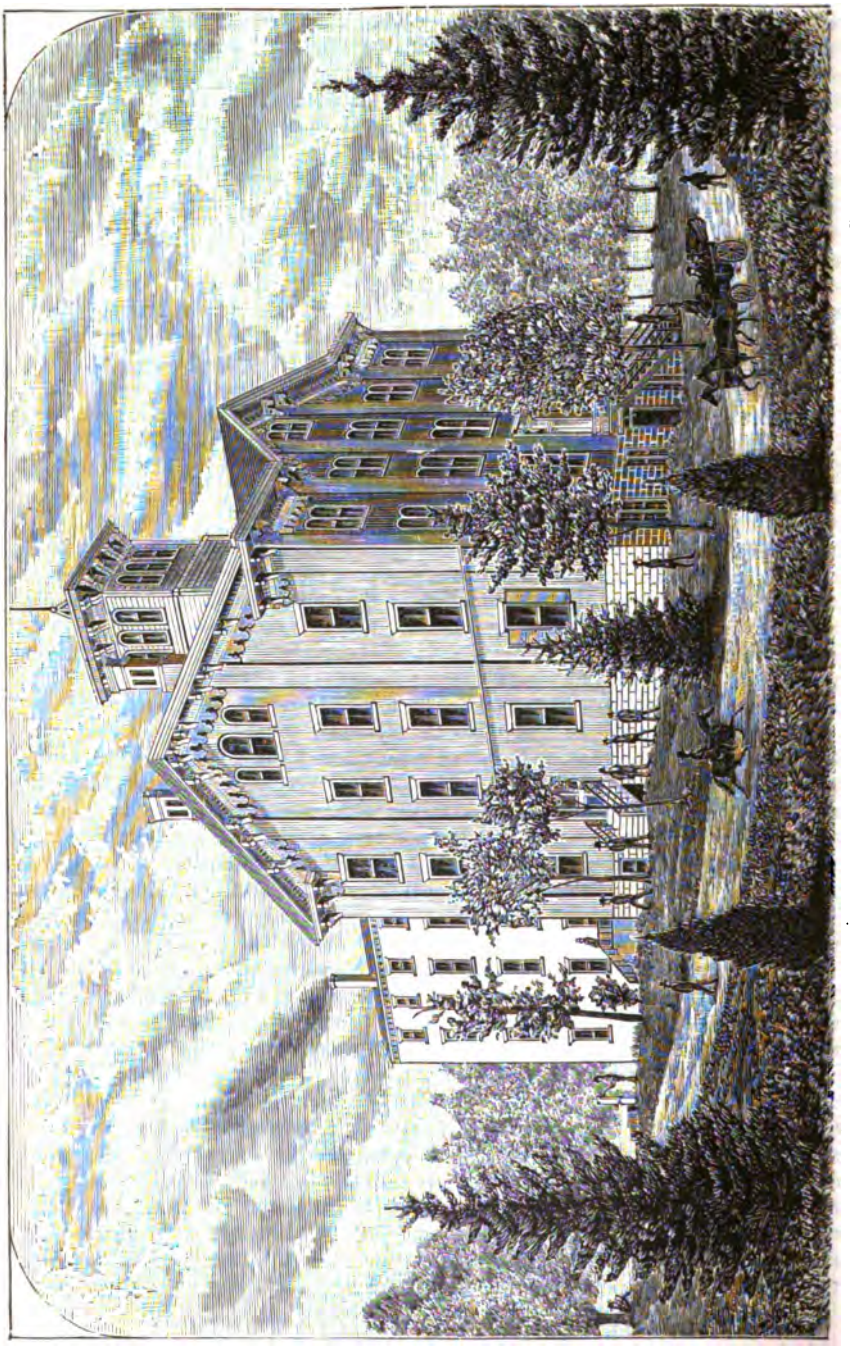
In 1865, Mr. Merryman established with Benjamin H. Waring, a FERTILIZING HOUSE, for the sale of Ammoniated Dissolved Bones and Standard Fertilizers, which has been very successful, and has an extensive trade in Maryland and the South. Thus, like his grandfather, he is both farmer and merchant, illustrating in himself the near relation which subsists between the two.

In his social and civil life he has always been very popular. In 1847, was chosen Lieutenant of the Baltimore County Cavalry, and in 1861, of the Horse Guards, in which latter position his name has become associated with the exciting history of the late war. He was arrested May 25, 1861, by United States troops, confined in Fort McHenry and indicted for treason; his offence being the destruction of several bridges on the 22d of April, to prevent Pennsylvania forces from marching through Maryland, which act was in obedience to orders of the Governor of Maryland, communicated through his commanding officer, Captain Ridgely. He petitioned for and obtained a writ of *habeas corpus* from Chief Justice Taney of the United States Supreme Court, for his appearance in the United States Court-room. This writ was disobeyed by the General in charge, under orders from the President of the United States; Judge Taney then ordered the United States Marshal to produce General Cadwallader before him for contempt. The Marshal being unable to execute the order, the Chief Justice then declared John Merryman improperly held, and entitled to be immediately discharged from imprisonment. This was the first case of the kind, during the war, in which Mr. M. contended for the supremacy and majesty of civil over martial law. He successfully as well as indomitably maintained it, for he was never brought to trial.

At times he has been induced by his citizens to take active part in political affairs; and was elected Treasurer of the State in 1870, when with the co-operation of Governor Oden Bowie, he placed the Chesapeake and Ohio Canal, under the efficient presidency of James C. Clarke, on a better basis than it had been, so that the net earnings of their two years management was $440,000, which was paid to its creditors. He was elected a member of the House of Delegates in 1874, and served with satisfaction to his constituents. Mr. Merryman has not been a politician in the common meaning of that term, and he prefers the more satisfying and profitable life of the farmer and civilian.

As an active member of the Protestant Episcopal Church, he has been influential and useful. His grandfather represented St. Paul's Parish, in a Synod at Annapolis, 1773; he has been, since 1845, Treasurer, Register, and a Vestryman of Sherwood Parish, Baltimore County, and its sole Delegate in Convention, for over thirty years.

The influence of such men is not easily estimated; in the absorption of our own pursuits, we are indifferent to the labor and agency of those who are quietly building up the fabric of society about us, and if their records are not appropriately written they will soon be forgotten. We owe much to American farmers, more than they have ever received, for they have been the pioneers of our progress, and the substantial support of our civilization. All honor to those of our own State, who like Mr. Merryman have dignified and advanced their calling. Washington wrote to Sir John Sinclair, "I know of no pursuit in which more real and important service can be rendered to any country, than by improving its agriculture and its breed of useful animals." General Jackson in his fourth annual message said, "the wealth and strength of a country are its population, and the best part of its population are the cultivators of the soil." Independent farmers are everywhere the basis of society and the true friends of liberty.



WESTERN MARYLAND COLLEGE, WESTMINSTER, MD.—REV. J. T. WARD, PRESIDENT.

THE WESTERN MARYLAND COLLEGE, situated in the beautiful city of WESTMINSTER, was organized September, 1867, and incorporated March, 1868. It has a Male and Female Department, and is thoroughly equipped with an eminent faculty and instructors, affording every facility for substantial and polite learning. The Male Department has the four undergraduate classes, Freshman, Sophomore, Junior and Senior. Its location, on the Western Maryland Railroad, midway between Baltimore and Hagerstown, renders it convenient of access from all parts of the State, and is most healthful, and attractive. The Building stands on a commanding eminence overlooking the city, from which charming views of that picturesque country are obtained. It is a spacious edifice, having ample and pleasant accommodations, for dormitories, parlors, halls and class-rooms.

The two departments are kept entirely distinct, the students of both meeting only at chapel services and meals.

The property is owned by a Board of Trustees, and the Institution is under the special patronage of the Maryland Annual Conference of the Methodist Protestant Church, yet no sectarian influences are exerted over students of other denominations.

The State educates one student for each Senatorial District, and Carroll County one for each election precinct, in this College.

The Annual Commencement occurs on the third Thursday in June, when the Degrees are conferred.

Many of the graduates now occupy prominent positions at the bar, in the ministry and medicine, and in other spheres, reflecting honor upon their "alma mater," and exerting valuable influence upon society.

THE SAVAGE MANUFACTURING COMPANY.

WILLIAM H. BALDWIN, JR., *Baltimore.* C. COLUMBUS BALDWIN, *New York.*

The history of the manufacturing enterprises of Baltimore ought to be adequately written. From it, would appear the fact, that they have largely, if not principally, contributed to her growth, during the last half century. In her earlier days, Baltimore was renowned for her mercantile enterprise, and her marine supremacy was generally recognized. Her "Clippers" cut the billows of every sea, and anchored in every port. Before the more restless activity and greater capital of New York and the East had tapped the West with lines of transportation, her geographical affinity with it, made her the most convenient port of entry and trading, and she was content with her measured prosperity. The growing population of the West, the development of industry necessitated the establishment of manufactures. The inventive genius of New England was not slow to discern this, and ere long her water courses were lined with mills and factories, not only supplying but creating demands, thereby enormously increasing her wealth, and diverting trade to her markets. Other States profited by her example. Baltimore was slow to learn the lesson; and there existed in the Southern mind a senseless prejudice against manufactures, which was then the controlling element of the city. In their unsurpassed water power, their proximity to the great coal fields, their moderate climate, the citizens of Baltimore did not see the greatest sources of their future wealth.

Early in this century a few men, some from the North, more discerning than the rest, under all the disadvantages of pioneering, undertook the labor of establishing manufactures. A remarkable instance was in Howard, then Anne Arundel County, about fifteen miles from Baltimore, on the Patuxent River. About the year 1821, Amos, George and Cumberland Williams, residents of Baltimore, men of capital and enterprise, having purchased a large and valuable tract of land, beautifully situated on the Patuxent River, secured the CHARTER OF THE SAVAGE MANUFACTURING COMPANY. The name was

derived from JOHN SAVAGE, a leading director of the old United States Bank, of Philadelphia, a prominent merchant of that day and a special friend of George Williams.

The ideas and purposes of these gentlemen were very grand, and they began operations on the most entensive scale. Their purpose was to establish a general manufacturing town, and laid out the tract in graded streets with dressed curbed stones, built substantial tenements, and erected a large Cotton Mill, Machine Shop, Grist Mill, Foundry and other buildings. The place was admirably located, the fall of the river fifty-two feet, and every feature of the enterprise seemed bright with promise. The company expended immense sums of money, which in the end proved to be the price of experience, and went to the *Profit and Loss* account, that many pioneering enterprises have to carry, which however serves a valuable purpose in paving the way for the success of those who follow.

The Cotton Mill was the only enterprise that was put into successful operation, the times and circumstances neither demanding nor supporting the other industries, and they were necessarily abandoned.

In the Factory, were trained a number of young men, some of whom have become leading manufacturers: Stephen P. Heath, Thomas Lansdale, Samuel Hincks, (Mayor of Baltimore, 1854,) Robert Poole of Poole & Hunt, David Carroll of Mount Vernon Mills, Horatio N. Gambrill of Druid Mills. It is a remarkable circumstance that the town of Woodberry, justly called the Lowell of Maryland, with its great Iron and Cotton factories, owes its existence to the last three. Their great enterprises, and others which have grown up beside them, are a grand result of the costly investment and sacrifice, so early made by the Savage Manufacturing Company on the banks of the Patuxent.

In 1859, William H. Baldwin, Jr., of Woodward, Baldwin & Co., one of our most practical and energetic merchants, appreciating the advantages and possibilities of SAVAGE FACTORY, with H. N. Gambrill of Baltimore and C. C. Baldwin of the New York House of Woodward, Baldwin & Co., purchased it, and put it in complete running order; some time after this, Singleton F. Burgee and William Woodward became interested and continued until 1865, when Mr. Burgee died. Then William H. and C. C. Baldwin purchased Woodward's, Gambrill's and Burgee's interest, and since then it has been their individual enterprise, though retaining the corporate name. Under their ownership and management it has been continuously successful; and by the introduction of improved machinery and employment of the best skilled hands, they greatly appreciated the value of their goods. As Woodward, Baldwin & Co. here and in New York, were their selling agents, they handled them to the best advantage.

In 1874, they secured Mr. John N. Vandergriff as superintendent and manager, a thoroughly trained and highly intelligent manufacturer, under whom the mill has made further progress. He has introduced many new methods, and improvements in the construction and position of the machinery, which have increased the working capacity and improved the quality of the goods. Their white and colored cotton goods, especially their light ducks, plaid and striped, are certainly not excelled in the market, and are in great demand.

The village of Savage and Farm, containing about seven hundred acres, are beautifully located on gently rolling hills, near the river, whose rapid waters, dashing over its dam and beds of massive rocks, and the surrounding scenery, make this one of the most romantic spots in this section of the State. It contains a public hall, two churches, and a school. Many improvements have been made in the village, and a number of attractive cottages erected on lots, sold to the occupants.

There is a number of water and business privileges yet unutilized, which offer unusual promise to industry and enterprise. The village is only a mile and a half from Washington Branch of the Baltimore and Ohio Railroad, with a road-bed graded and ready for

the rails; and it is the intention to have cars connecting it with Savage Station. The county authorities, if they do not share the usual blindness that happens, at least in part, to many official bodies, will encourage and assist this enterprise. They cannot afford to be indifferent to men, on whose capital and enterprise, every interest in the county is largely dependent. Without them, their farms and productions would not yield a tithe of the revenue they now receive, and the taxable basis of the county would be greatly reduced. The increased population and enterprise, would justify the county in constructing the road, itself; for with the facilities, which railroad communication would give, SAVAGE would become a large and important town, and realize in other departments than cotton, at least something of the purposes of its original corporators.

It is well for SAVAGE FACTORY that it came into the present possession, and it is a coincidence that WARREN FACTORY, even older than SAVAGE, is now owned by two members of the same firm of WOODWARD, BALDWIN & Co., viz: Edward T. Norris and Summerfield Baldwin, (see page 177). So that this distinguished firm, which has not only given Baltimore great commercial importance by its extensive correspondence, but has developed its manufacturing industry, is operating its two oldest cotton factories.

ROSS CAMPBELL.

The inhabitants of the northern half of Ireland possess distinctive race-characteristics. They are of the great *Celtic* race, which at home and abroad, preserve those characteristics. Whatever be the climate, conditions, associations, they never lose their generous disposition, sympathetic nature, quick, emotional spirit, devotion to principle, and unyielding pertinacity of purpose. The Scotch-Irish, have always constituted the most reliable element in every country, of which they became a considerable part. In Scotland they have made the grandest record on the pages of national history; in this country as patriots, soldiers, and statesmen, they were foremost in the defence and maintenance of constitutional freedom and law. There are elements of virtue and power that seemed to be embedded in this people, of which all appear to partake, and which are deducible by the proper agencies. Yet there is strong individuality among them, that invariably expresses itself. To this is largely due the many prominent merchants of that race, in this country. The list of the great merchants and manufacturers of the United States would show a large proportion of Irish and Scotch-Irish, who in mental and commercial achievements have no superiors.

BELFAST, one of the historic cities of Ireland, which as truly as any other, represents its ancient glory and modern character, has furnished many honorable and successful merchants and manufacturers, to other parts of the world. Her great industries, her world-renowned Linen Factories have doubtless, tended to develope the spirit of enterprise among her citizens, and impart a familiarity with manufacturing and commercial matters, which well prepare her youth, for successful business efforts in other sections of the world to which they emigrate.

Near this city, of Belfast, ROSS CAMPBELL was born March 20th, 1819, who became one of the distinguished merchants of Baltimore, whose business career was such, and the House he established and now so successfully continued is of so great importance, that we would be false to the spirit of our work, and the commercial history of Baltimore, if we omitted it from these pages.

When a mere lad, he reached the shores of America, landing in New York. There he obtained employment in an Importing Dry Goods House. He remained there for a short time, but long enough to assure him that he had struck the line on which he was destined to travel, and to educe the spirit of determination and self-dependence. Nature had framed him for a merchant, and Providence was propitious in arranging the circum-

stances of his early life. Having saved sufficient from his first earnings, he came to Baltimore, in 1840, at twenty-one years of age. He had by his manly bearing and business qualifications commended himself to the important firms of William Watson & Co., J. J. Stuart & Co. of New York and Stuart & Bros. of Philadelphia, that he came at their solicitation and entered the House of WILLIAMSON & HENRY, to represent their firms, as

that House was receiving large consignments from them. This was sufficient to show, that Mr. Campbell possessed exceptional ability, and was a rare advantage, at the beginning of his career; yet it carried with it a crucial test, which many would not have so successfully stood. Here was a young man, with comparatively little actual business experience, charged with the interests of three great firms, in a great distributing city, in

which he was a stranger and foreigner, surrounded by trained competitors. The slightest deficiency would have been discovered by his employers and competitors, and failure would have been fatal to his future prospects. The highest type of genius or power, is that which successfully grasps at once, an undertaking that necessitates *ordinarily*, a course of training, marked by errors and failures, which are essential steps towards a full apprehension of it. To fail in the preliminary steps is no disadvantage, in the way of *acquired* knowledge and ability. *Inherent* power is a higher quality, which comprehends all principles, exigencies and methods, and conquers speedy success. It cannot afford to fail, for failure would be disaster.

Mr. Campbell's commercial genius was of this order, and accompanied by sagacious action, it never forsook him. By his successful management of these important trusts, and his personal and commercial intercourse, he established himself high, in public estimation; and with the thorough knowledge of business he acquired, felt justified in opening for himself a DRY GOODS AND COMMISSION HOUSE in this city in 1842. Having the entire confidence and cordial support of the three Houses above named, they at once transferred all their Baltimore business to him. The satisfaction which his management of their business gave them, and their high regard and personal admiration for him, became known to other large firms, who likewise committed their accounts to him, and in the course of a few years, he built up a Foreign Dry Goods Importing and Commission Business, greater at the time than that of any other House in Baltimore.

His transactions for the account of the House of Stuart & Brothers of Philadelphia alone, at times amounted to a half million of dollars per annum.

Mr. Campbell had now attained the foremost rank of Baltimore merchants, a gratifying distinction, for his contemporaries in the trade, were honorable men of the best commercial type, amid whom it was not easy to rise to eminence. To his honor be it said, he demonstrated that the highest success is attainable by strict adherence to truth and observance of the simplest rules of commercial honesty. He was an athlete on the arena of trade, and rejoiced to bear off the prize, but never would take an unfair advantage of a competitor. He was a soldier on the field of bargains, and would leave it only as a conqueror, but never violated the code of honorable strife. Neither by word nor transaction, gave he countenance to the saying, "nothing succeeds like success." That is not success which is not built on justice between man and man. If the thing which thou hast attained, is not just, thou hast not succeeded. Every action of Mr. Campbell, displayed this fundamental virtue, and in his example, the young men may find encouragement to proceed on the same basis, with the hope of success.

In the midst of his career, the civil war began, seriously dislocating the commercial relations of Baltimore, eventually cutting off its correspondence and communication with the South, causing suspension and failure of many firms. Great gloom overspread the city, and fears of a general commercial catastrophe were entertained. Mr. Campbell stood calm and cool, maintaining his credit through this, as other previous crises. In 1862, when events portended a protracted war, and continued suspension of southern trade, he opened a branch house in New York City, under the firm of CAMPBELL, MAGEE & Co., which continued such until 1867, when Mr. Magee suddenly died in England, and it became Ross Campbell & Co. He was solicited by New York merchants to remove his House to New York, but he would only make it a Branch.

He established also a House in Manchester, England, and was conducting the three until his death, in each place carrying on extensive transactions, and enjoying the highest commercial credit. Thus with these three great concerns, the creation of his own genius and industry, the Irish youth had risen to a commanding position as a prince of trade, not only in this city, but in New York and England.

Among the eminent firms which Mr. Campbell represented, and through whose relations to us, he contributed so much to our growth and commercial gain, we briefly refer

to that of STUART & BROS. of Philadelphia, the head of which is Mr. George H. Stuart, his warm personal friend, who is another example of the character to which we alluded in our preliminary remarks in this article. His name will be always associated among the great merchants of this country, as one of the chief agents in the development of its commerce and industry, and who has by his exalted character, by the maxims and morals of his counting room and correspondence, honored the vocation. He is however, more generally known as the christian philanthropist, whose generous contributions to benevolent enterprise, and devoted personal services in the cause of humanity and christianity, are relieving and blessing mankind. He has been specially active and influential in efforts to elevate the standard of mercantile character among the young men of the country, and to inculcate the principles of the Bible as the only basis of a true business life, and the safe guide in commercial dealing. As the President of the YOUNG MEN'S CHRISTIAN ASSOCIATION, through its local and international organizations his influence in this direction has embraced the world.

It is a pleasing thought, that one so influential, so honored of his countrymen, and approved of God, has been and is intimately related to us, and Mr. Campbell esteemed his friendship one of his highest privileges.

Mr. Stuart's testimony to Mr. Campbell is given in a letter to the publisher of this work, dated July 22d, 1879, of which the following is an extract:

"In all our long and intimate business connection and intercourse, we have ever found him to be one of the most upright and honorable merchants; there never has been a time, when we had even a controversy with him or a dispute on any question. In fact his sound judgment, clear business head, and unbending integrity, had caused us to regard him as our confidential adviser on all questions of commercial interest, and made him one of our most valued correspondents. Possessed of a genial and kind disposition, it was at all times a pleasure to meet him, and few men found readier welcome to our counting room. When we heard of his sudden and unexpected death in the zenith of his mercantile career, we received a shock and felt the loss of a warm personal friend and business companion, and feel it to this day. Volumes might be written of Mr. Campbell's commercial life and his good works.

"I am yours truly,

"GEO. H. STUART."

Mr. Campbell married Eliza Jane Swan the daughter of William Swan, a well known Importer and Jobber of Dry Goods of this city, November 15th, 1848. She was a granddaughter of Rev. Samuel Knox a Presbyterian minister, at one time President of Baltimore City College, who had a number of daughters, four of whom married prominent Baltimore merchants. Mrs. Campbell survives her husband, and is a special partner in the House, which is continued under the name of ROSS CAMPBELL & Co., by William H. Bayne his son-in-law, and Charles M. Roach, who retain the favor which its founder secured for it. Both of these gentlemen were trained to business by Mr. Campbell, and it is according to his wish, they are continuing the House under the original name in Baltimore.

Mr. Campbell died March, 1876, and was buried March 5th, his funeral being attended by a large concourse of citizens, many of them prominent merchants, who felt that a great loss had happened to the city and trade. He loved the city of his adoption, and frequently expressed the wish, "not only to live in Baltimore, but to be buried in it."

We honor the memory of the man, who coming hither as an honest Irish youth, raised himself by energy, virtue and strength, into a merchant prince amongst us, and bestowed on our city the great benefits, that have accrued from his extensive business.

PETER COOPER,

OF NEW YORK.

Many of the most interesting lines of Baltimore's history are yet unwritten. They include occurrences and persons that have exerted determining influences upon the civil and commercial character of the world, as well as of the United States. There are many men in the past and present, who have wrought themselves into the movements of the world, as powerful forces in the development of national life, and construction of commercial and industrial agencies, who either emanated from Maryland, or spent some of the most significant periods of their career in Baltimore. Of this fact a large majority of our people are ignorant. One of the most illustrious examples of this class, is our venerable and venerated American philanthropist, PETER COOPER, of NEW YORK.

He was born in the city of New York, February 12th, 1791. His father, John Cooper, and his maternal grandfather, John Cambell, actively engaged in the Revolutionary War, in the patriot army. The latter was a Deputy Quartermaster General, and sacrificed his fortune in the cause of Independence. He was also alderman in the city of New York, highly honored for his official and personal virtue, and a member of the Moravian Church. The father of Mr. Cooper, after the war, successfully engaged in the manufacture of hats in New York, with the prospect of accumulating a fortune for his children. When Peter was about three years of age, his father, desirous of country life, purchased a place at Peekskill, on the Hudson, on which he built and opened a store, and erected a Methodist Episcopal Church. He established here a very large country trade, but having sold, according to the custom of the times, on "*credit*," in less than three years his means were exhausted, and he closed his business. From there he removed successively to Catskill, Brooklyn and Newburgh, and engaged in merchandizing, manufacturing hats, brewing ale and brick-making, heroically striving to recover himself and provide for his family. In these various employments Peter was obliged to work, from early childhood; as he writes, "I was set to pull hair out of rabbit skins, when my head was just above the table. I remained at this business until I could make every part of a hat." In the brewing business, he delivered the kegs of ale; in brick-making, he handled and laid the bricks, for drying, in the yard. In hard manual labor he continued with his father until his seventeenth year. Then he entered as apprentice to coach-making, continuing for four years, until he thoroughly learned the business, having received only twenty-five dollars a year for his services. To supplement this, and further advance himself in knowledge and proficiency, he occupied his evenings in a garret in his grandmother's house, on Broadway, in useful and skillful work, instead of idling the time with gay companions.* During his apprenticeship he made a machine for mortising hubs, for his employer, which was the first of its kind used in this country. When he was twenty-one, his employer having so high a regard for him and such confidence in his future success, offered to build him a shop and start him in the business. Having a wholesome horror of debt, and wishing to rely only upon himself, he declined the kind offer.

Looking at this period of his life, in the light of its subsequent developments, we see how it was preparatory to, and germinal with, all that has so richly filled and grandly crowned it. * * His father's reverses, which necessitated a youth of toil, and habits of industry, were buds of providential promise, bitter then to the taste, but containing a florescence and fruit that are enriching and blessing mankind. The essential characteris-

*He was deeply and sadly impressed by the case of a young man, whose dissipation and idleness brought him to a loathsome death at sixteen years of age. This example showed him the result to which young men arrive in the violation of physical, moral and business laws.

tics and moral qualities with which the Creator endowed him, were brought into their legitimate exercise, and received their divinely designed direction.

This portion of Mr. Cooper's life is a splendid example to boys and young men, the class which he specially aims to benefit by his precepts and philanthropy. The foundations of his grand success were laid then, wide and strong enough to withstand the financial storms of three-quarters of a century, and sustain the accumulated burdens of nearly ninety years. The duties, trials, labor and privations of his boyhood, cheerfully endured, strengthened the sinews of his mind and soul for the sterner strife and work that awaited him. His diligent acquisition of knowledge, his improvement of spare hours, and careful observance of the laws of sobriety, purity and religion, fitted him for life in its three comprehensive aspects—intellectual, civil and religious. Youth is life's fountain period, from which it must take its flow; let American youth learn from Peter Cooper's, before they pass out of that period, how to make it useful and sublime.

Having refused the offer of his employer, Mr. Cooper went to Hampstead, Long Island, and there was employed by a manufacturer of Cloth-Shearing Machines, receiving one dollar and a half per day. Here he continued three years, at the end of which he had saved money enough to buy the Right of New York State, and began manufacturing on his own account. He was very successful. It is a pleasing and doubtless a significant circumstance, that the first purchaser of his machines was Matthew Vassar, of Poughkeepsie, New York, the noble founder of VASSAR FEMALE COLLEGE, in that city, to whom he also sold the Right for the county. This gave him a small sum of money, quite a capital then in his own eyes, with which he was highly elated, as it would serve him for the basis of his future operations. He visited his paternal home in Newburgh to communicate the news of his success, only to find that home in sorrow and perplexity over his father's disasters and inability to meet his obligations. He promptly paid the most pressing debts, and became security for the rest, reserving only enough to begin the manufacture of some new machines, and thus defended his father's credit and saved him from the mortification of failure. He was thus early subjected to one of those crucial tests which reveal character and determine men's career. We can discern the influence of that filial act, in his many other and more conspicuous deeds.

He was again successful with his machines, having introduced certain improvements of his own invention, and the war of 1812 having stopped the importation of English manufactures. This invention comprised the principle and action of the present mowing machines, and was applied to the purpose of cutting grass, long before those machines were patented by others.

Perceiving the growth of New York City, he purchased a twenty years lease of two houses and six lots, where the BIBLE HOUSE now stands opposite the COOPER INSTITUTE, where he erected four wooden dwellings, and for years engaged in the grocery business. Soon after this, he bought a *glue factory*, on a lease of twenty-one years, on three acres, between Thirty-first and Thirty-fourth streets, New York, then known as the "Old Middle Road."

Here he manufactured glue, oil, whiting, prepared chalk and isinglass, until the expiration of his lease, when he purchased ten acres in Brooklyn and built a factory, where the business is still continued.

In 1828, he came to Baltimore, and became identified with the two great interests which more than all others, have contributed to its growth and wealth; CANTON and the BALTIMORE AND OHIO RAIL ROAD.

He was induced to purchase three thousand acres, comprising CANTON, including the whole shore from FELL'S POINT DOCK, to the distance of three miles, for $105,000. The two men who led him into this investment, upon representations of their ability to pay two-thirds, failed to meet their obligation, and he was obliged to pay the whole cost,

Peter Cooper

besides buying out their interest at a considerable expense. The difficulties which now environed him would have discouraged an ordinary man. Here he was with an immense piece of expensive, unimproved and unproductive property; confronted by an apparent failure of the brilliant prospects of Baltimore, caused by disappointments in the first experiments of the Baltimore and Ohio Rail Road, there seemed to be "nothing to do but to keep it." This however did not suit Mr. Cooper's energetic spirit. He determined that it should not be an expense to him, and with his keen observation, soon resolved to build IRON WORKS upon it. He discovered and dug the ore at LAZERETTO POINT, cut the wood, which was being stolen, burnt it into charcoal, and with it, made the first CHARCOAL IRON in Baltimore.

He built a Rolling Mill and Kilns for making Charcoal, and thus laid the foundations of those grand establishments that now cover the ground. Reference to our article on CANTON, pages 281-5, 324, 449-50, reveals the magnitude and importance of its various industries, which form a very considerable portion of the basis of Baltimore's commercial life. To Mr. Cooper belongs the honor of having brought CANTON into existence, and giving impetus and direction to its enormous operations; so that the City of Baltimore, is inexpressibly, if indirectly, indebted to him for its many interests which have been developed at and through the influence of CANTON.

While engaged at CANTON, Mr. Cooper was brought into relations to the Baltimore and Ohio Rail Road, which enabled him to perform a conspicuous part in the inception of the railroads of America.

The Baltimore and Ohio Rail Road Company was organized April 12, 1827, with Philip E. Thomas, President; George Brown, Treasurer, and twelve Directors, page 323. On the 4th of July, 1828, the corner stone was laid with imposing ceremonies and intense enthusiasm, by Charles Carroll of Carrollton, the only surviving signer of the Declaration of Independence, declaring it to be the most important act of his life. After the rails were laid to Ellicott City, the cars were drawn by horses, for some time, when the use of Steam on the Liverpool and Manchester Road suggested the possibility of its application here. A difficulty however presented itself, which was deemed insurmountable. The English Railroad was straight, the Baltimore and Ohio Railroad was curved, as all subsequent American Railroads would be. The curves it was said, would not permit the use of steam locomotives. Here was one of those problems which have often baffled the ingenuity of pioneers, and delayed the advance of civilization. How much was involved in its solution! Successfully solved, it would revolutionize the continent, change all the economies of trade, penetrate the forests, pierce the mountains, span the rivers, cross the prairies and plains of the vast continent, until it united the Lakes with the Gulf of Mexico, and the Atlantic with the Pacific. The man who grappled with that difficult problem, solved it, raised the noble pioneers of railroads out of their depression and discouragements, "broke anew the path" of progress, and gave the information which has led to all the grand results of railroad development, merits the gratitude of the nation, and the encomiums of mankind. He is infinitely more deserving of civic honors and perpetual mention, than the warrior, on whose destructive deeds, a nation shouts its peans of praise. *That man is* PETER COOPER.

In the dark hour of doubt and despondency, he bade our men be cheerful; he felt sure that he could master the trouble. In a car-house at MT. CLARE, he constructed an engine himself, and placed it on the turn-table rails. There, in the presence of Alexander Brown, George Brown and Philip E. Thomas, he made his first trial. It was an hour of intense anxiety to these noble Baltimoreans, to whom the honor belongs of being the railroad pioneers of America.

Mr. Cooper, self-assured and self-possessed, though somewhat conscious of the immense results of his experiment, opened the throttle valve, let the steam into the cylinder, and

the engine moved forward on the track. *It was a success;* and was the first locomotive built for railroad purposes in the United States. It was then put on the road, attached to an open car, and made a successful trip to Ellicott City, a distance of thirteen miles; the *curves* were all passed without difficulty, the return trip being made in 57 minutes. This was on August 28th, 1830. Mr. Cooper was his own engineer, and thus with his mind, his ingenuity and own hands, made the engine, and demonstrated the problem which opened the way for the immense advance that has since been made in Railway Locomotion. The success of this experiment produced a favorable effect on the general business mind of Baltimore.

Mr. Cooper determined to sell his property at CANTON. He sold to AMOS BINNEY and EDMUND MUNROE, of Boston, who then organized the CANTON COMPANY. Mr. Cooper reserved the Iron Works, and took a portion of pay in stock. The Iron Works he subsequently sold to HORACE ABBOTT (page 206).

After disposing of his CANTON stock and ROLLING MILL, he erected Iron Works in New York, which he afterwards removed to Trenton, New Jersey; built three large blast furnaces at Phillipsburg, Pennsylvania, and a number of other rolling mills, and purchased mines, which he connected with his furnaces by railroads During all this time he was conducting his other great enterprises, making money, accumulating property, and extending his business correspondence to all parts of the world. He seemed to be gifted with the very genius of success, and it appeared as though she had placed her charmed sceptre in his hand, so that whatever he touched might turn to gold. What has been the motive that inspired him? Was it the desire to be rich? Was it the glare of earthly splendor? Was it the gleam of a gilded life that held his gaze and fired his ambition? Never was a man more unselfish than PETER COOPER. Never one that thought less of riches, for their own sake; nor one in whose heart the "love of money" was feebler. Three great thoughts have absorbed his mind; three causes have reigned in his soul; upon them he has poured out the accumulations of his industry, with a prodigality that is overwhelming. They are his *country*, *humanity*, and his *God*. To serve these has been the unvarying purpose of his life. Whether in philanthropic deeds, or in commercial or scientific enterprise, Mr. Cooper has led the van in personal effort and appropriation of money. Without detracting in the least from the richly-earned fame of Cyrus W. Field and others in the success of the OCEAN TELEGRAPHIC CABLE, we think that the history of the enterprise justifies us in attributing it chiefly to PETER COOPER.

He was among the earliest patrons of the *telegraphic invention;* became President of the North American Telegraphic Company twenty-five years ago; also the first President of the NEW YORK, NEWFOUNDLAND AND LONDON TELEGRAPHIC COMPANY, and as such was on the vessel directing the laying of the cable, fighting the stubbornness of the captain, rectifying his errors, saving the cable from loss, in the many accidents which occurred, and advancing the necessary funds to keep the forces at work, as the Bank of Newfoundland refused to draw on the Company. Thus the success of the two enterprises, which have materially and socially produced greater changes in the world than any others was, humanly speaking, due greatly to his efforts and means, viz: RAILROADS and the TELEGRAPH.

Of his philanthropy, our space forbids us to write. We can only mention the *one institution* to which his name is linked, and has given him the warmest place in the intelligent, American heart—the COOPER INSTITUTE of New York City. This grand building, its free schools of practical art and science, its libraries, apparatus, &c., have cost him to this date probably over $2,000,000. Its design is to give practical, useful and complete instruction, by a system of day and night schools, and popular lectures on science and social reform. About twenty professors are employed, at an expense of over $50,000 annually.

In the midst of this busy life, Mr. Cooper, although deprived of the advantages of early and scholastic education, has read, and written upon, a large variety of themes—civil, social, financial and religious. His aim has been to arrive at truth. His reverence for God, solicitude for the peace and prosperity of his country, and love for humanity, have made him zealous in promulgating those views, and advocating measures, which he conscientiously believed would promote those high ends; and his entire influence has been "pure and peaceable, yielding the fruits of righteousness."

As the representative of certain financial views on the currency and debt of the nation, Mr. Cooper was nominated for the Presidency by the Independent party, in the canvass of 1876. Since then those views have obtained more widely, and are entering more extensively in the State and municipal canvass, in some localities, shared by the majority of voters.

Of his inventive life and enterprises we have not space to write. Endowed with mechanical genius, he made for his own business and other enterprises many machines and contrivances which were of great practical use. Among his many inventions, we mention machines for using tide-water as a motive power; for obtaining rotary motion from rectilinear alternating motion without a crank; for propulsion on Erie Canal; for mechanical transportation by the force of gravity; a torpedo vessel for the Greeks; a musical, mechanical rocking-cradle.

Mr. Cooper's domestic life has been signally peaceful and happy. He married Sarah Bedel, of Hampstead, Long Island, December, 1818, to whose sympathy, devotion and co-operation he attributes his success; in his own words, she was "the day-star, the solace and inspiration of my life." In the early years of his struggles, her wisdom guided him, her gentleness soothed, her cheerfulness refreshed, and her courage nerved him for his work. He found in her the complement of his own being, and as the years advanced with their changing prospects, the union so happily formed was strengthened by every experience, and enriched with unalloyed joys.

Mrs. Cooper entered into her rest on the 56th anniversary of her wedding-day, in her 77th year, December, 1869.

Their two surviving children are Mrs. Sarah A. Hewitt, wife of Hon. A. S. Hewitt, and Edward Cooper of the firm of Cooper & Hewitt, New York. Upon this son the father has rested his hopes, and he has not been disappointed. To-day he is the MAYOR OF NEW YORK CITY. He was elevated to that important and difficult position by the combination of all parties of that great city, who had become weary of, and determined to overthrow, and if possible destroy, the corrupt powers that were most strongly entrenched in office. By almost universal consent, EDWARD COOPER was chosen to be the standard bearer in the strife for *reform*. His administration has been a success, in spite of the immense opposition and the perplexities in which his enemies have tried to involve it. To give a son like this to the country, and prepare him for such prominence and usefulness, entitle the father to the gratitude of his fellow-citizens.

Mr. Cooper, now in the eighty ninth year of his age, preserves his kind, genial and cheerful spirit, manifesting the ripened fruit of a simple, pure and busy life, spending his remaining years in increased efforts to bless his race.

He stands among our citizens who have ennobled the American name, like a chief, who has become exalted in character, illustrious in deeds, and venerable in form, loved for his virtues, honored for his deeds, and venerated for his age. His bow yet abides in strength, and his day is bright. The long retrospect gives him a peaceful pleasure, and the future shows a cloudless sky, up to which he casts the eye of faith, and discerns a brighter life above.

JOHN H. B. LATROBE.

JOHN H. B. LATROBE is the son of Benjamin H. Latrobe and Mary E. Latrobe. His father was the well known and eminent architect, and his mother the daughter of Isaac Hazlehurst, a merchant of Philadelphia, and partner of Robert Morris, the financier of the Revolution. His father's mother was a native of Pennsylvania, and near connection of the astronomer, David Rittenhouse. The subject of this brief memoir was born May 4th, 1803, in Philadelphia, where his parents temporarily resided. When old enough to be sent to school, his father's residence was in Washington, where he was the architect in charge of the Capitol, until the war with Great Britain suspended the work, and he removed to Pittsburg in pursuance of an arrangement with Fulton for promoting steam navigation on the western rivers. Recalled to Washington after the war by Mr. Madison, to superintend the re-building of the Capitol, he sent his son to Georgetown College and then to the school of Mr. Carnahan, afterwards President of Princeton College, where he remained until his father came to reside in Baltimore, when he entered St. Mary's College, which he left upon receiving the appointment of a cadet at West Point in September, 1818. In 1820, his father died of yellow fever in New Orleans, where he had gone with his family to complete a contract for supplying that city with water. His widow, with her younger son and daughter, then came back to Baltimore, and the elder son, resigning from West Point, entered the law office of his father's friend, the late General Robert Goodloe Harper. In a letter addressed to him in 1864, by the late General Thayer, who was superintendent of the Military Academy while he was a cadet, there is the following passage: "Forty-two years have not effaced from my memory the regret and disappointment I felt, when near the close of 1821, your resignation was handed to me, for I had counted on you as a future officer of engineers. You were then at the head of your class and without a rival. Had you waited a few months before resigning, you would have been the recipient of the highest honor and prize the academy and government could bestow as a reward for distinguished scholarship and merit." Family circumstances, however, seemed to leave Mr. Latrobe no alternative but to resign when he did. He was admitted to the bar of Baltimore in 1825, and for some years his progress was the slow progress of a young man without patronage, and he eked out very narrow means by literature and artistic labor. In these days he wrote the life of Charles Carroll of Carrollton, for Sanderson's Biography of the Signers of the Declaration of Independence—a novelette annually for the Atlantic Souvenir—"Practical reading lessons," or the duties which man owes to his God, his fellow-beings and himself—"The Picture of Baltimore," with outline drawings of the public buildings—"Lucas' Progressive Drawing Book," a costly work, furnishing both the plates and letter press. He condensed the two volumes of "Scott's Infantry and Rifle Tactics," besides illustrating "McKenny's Tour to the Lakes," and supplying the material for a series of juvenile books, which his friend the late Fielding Lucas, Jr., was then publishing.

While yet a student of law, he began "Latrobe's Justices' Practice," which superseded previous works upon the subject in Maryland, and the seventh edition of which is now in press.

For several years after his return to Baltimore, Mr. Latrobe took an active part in military matters, and having been appointed the aide of General Harper, who then commanded the third division of Maryland militia, he had no small share in the military part of the reception given to Lafayette in 1824. At different times, he commanded the "Chasseurs of Lafayette" and the "First Baltimore Sharpshooters," and was captain of the "First Baltimore Light Infantry" on a visit to Philadelphia—which is noteworthy, only as having been the commencement of a description of visiting that has since become common.

Soon after the organization of the Franklin Institute in Philadelphia, Mr. Latrobe undertook to get up a similar institution in Baltimore, and with the countenance and co-operation of leading citizens who entered warmly into the plan, succeeded; and the Maryland Institute for the promotion of the Mechanic Arts was the result. Old Concert Hall in South Charles street was engaged for the first exhibition, and was afterwards used as a lecture room, until it was abandoned for more convenient quarters in the then Athenæum building. Here, with a valuable collection of instruments, scientific lectures were delivered and a drawing school established, which were kept up until the destruction of the building by fire in 1835. When the Institute was reorganized in 1847, he delivered the opening address, and for years continued his connection with it. While a student of law, he had delivered at the Apprentices' Library a course of Lectures on History and Geography, the late Edward Hinkley delivering one at the same time on Arithmetic and Mathematics.

In 1828, Mr. Latrobe was employed by the Baltimore and Ohio Railroad Company to secure the right of way along the Potomac from the Point of Rocks to Williamsport, the late John V. L. McMahon being employed for the same purpose from Williamsport to Cumberland. From that time to the present, he has been intimately connected with the Company as its counsel, and few professional men have been longer or more closely connected with a client than he has been with the Baltimore and Ohio Railroad Company.

While in the law office of General Harper, he became imbued with the feeling of his preceptor in regard to the American Colonization Society, of which he was one of the founders. He prepared, from the description of one of the agents from the coast, the first map of the Colony, and united with General Harper in giving to the territory, its chief settlement and the neighboring rivers, the names that they have since been known by. He was active in procuring the State's appropriation of $200,000 for the transportation of emigrants from Maryland, and was mainly instrumental in the establishment of the Colony of Maryland in Liberia at Cape Palmas, the Constitution and Ordinance for the temporary government of which were his work. It was Mr. Latrobe's well known activity in this connection that led to his election in 1853, while President of the Maryland State Colonization Society, to the Presidency of the American Colonization Society, his predecessors in the office being Bushrod Washington, James Madison, Charles Carroll of Carrollton and Henry Clay. In this cause Mr. Latrobe has been zealous and untiring, and by numerous publications and by addresses delivered in the principal cities of the Middle and Northern States, has explained and vindicated the scheme to which his attachment has been life-long. In 1876 he was invited, along with Chief Justice Charles P. Daly, of New York, President of the American Geographical Society, by the King of the Belgians to be present, as representing the United States, at the meeting at Brussels which the King had called with a view to organize an International Association for the Exploration of Africa; and when the organization took place, Mr. Latrobe was made the President of the American Branch, an office which he now holds.

In 1841, Mr. Latrobe was appointed counsel for the foreign creditors of Maryland, and was active in connection with the measures which led to the resumption of the payment of interest on the debt of the State.

In 1849, Mr. Latrobe was appointed by President Taylor one of the Visitors to West Point, and was chosen, by his colleagues, President of the Board.

He has been several times to Europe, and while upon his second visit in 1857, was employed by the firm of Winans, Harrison and Winans, the Russian contractors, to spend the winter of 1857-8 with Mr. William Winans, in St. Petersburg, as his counsel. On returning from a third visit, in 1868, he published a volume entitled, "Hints for Six Months in Europe."

Mr. Latrobe has never been in political life. In 1829 he was nominated by the Democratic party, then in the ascendant in Baltimore, for the Legislature, along with the late

Jesse Hunt, at the time when the city had but two representatives. He declined, however, giving for a reason his determination to devote himself to his profession exclusively; a determination which, so far as politics have been concerned, he has adhered to. While Mr. Latrobe's practice has been a general one, he has been largely engaged, also, in the Patent-law branch of the profession, and in this connection has been employed in cases in most of the principal cities. Many years ago he invented and patented the so-called "Latrobe Stove," sometimes known as "the parlor heater," as well as by other names. This stove is widely used throughout the United States, and according to Dr. Van Bibber, in his recent essay on Ventilation, is to be found in not less than thirty thousand houses in Baltimore alone.

In 1866, Mr. Latrobe delivered the address at the laying of the corner stone of the Masonic Temple in Baltimore, and in 1870 was chosen Grand Master of the Order, and for nine successive years was re-elected, until in 1878 when he declined a re-election. In 1867 he delivered the address at the laying of the corner stone of the New City Hall, and when it was completed, he was chosen to receive it in behalf of the citizens of Baltimore from the building committee.

He was appointed by the President, Commissioner from Maryland at the Celebration of the Centennial Anniversary of the Declaration of American Independence, and as a member of the Executive Committee took an active part in the work of the Commission

up to its close, when he received the thanks of the "Society for the Better Observance of the Sabbath" for the part he had taken in the proceedings which resulted in closing the Exhibition on Sunday.

For many years, Mr. Latrobe was a member of the Board of Visitors of the Maryland Hospital for the Insane, and on the death of the late Dr. Macaulay, was chosen Vice-President of the Institution, an office which he held until the Hospital passed into the hands of the present Trustees. He was one of the founders of the Maryland Historical Society, of which he is the President; and in connection with Judge Dobbin, the two being Regents of the University of Maryland, and the then surviving members of the Faculty of Law, revived the Faculty by filling up the vacancies, and were the means of placing the Law School of the University in its present prosperous condition.

Mr. Latrobe is chairman of the Public Park Commission, in which he has, since its organization, taken an active interest. While the Maryland Academy of Art was in existence, and until its collections were transferred to the Peabody Institute, Mr. Latrobe was its President, and through his agency the casts were procured which are now in the Gallery of the Maryland Historical Society. He was one of the original purchasers of the Greenmount Estate, with a view to the establishment of the present cemetery, and has for many years, been the President of the Proprietors. Mr. Latrobe is the elder brother of the distinguished engineer, the late Benjamin H. Latrobe, who was educated a lawyer and became an engineer, while his brother educated as an engineer became a lawyer.

Mr. Latrobe has been married twice; his first wife was the daughter of Dr. James Steuart of Baltimore; his second and present wife is the daughter of the late General Ferdinand Leigh Claiborne of Mississippi. Mr. Latrobe has four sons living, all of whom were educated as lawyers and admitted to the Bar. Ferdinand C., the eldest, is now (1879–81) Mayor of Baltimore, having been three times elected to that honor; Osmun, who has lived in Europe since the late war, has now returned to Baltimore, where he resides, and R. Stuart and John H. B. Latrobe, Jr., are both practicing lawyers at the Bar.

REMARKS.

The foregoing article is only a brief summary of the leading events of Mr. Latrobe's career; the simple record of them occupies all our space, forbidding us, as we desired to do, to denote the principles and phases of character, of which they have been illustrative. The reader, however, cannot fail to observe, that his life has been one of the most busy, valuable and useful, among the leading citizens of Baltimore.

From the earliest period of his manhood, he has sustained important relations to the agencies, powers and persons, who have moulded the society and made the wealth of Baltimore; in which relations, his influence widening and deepening as he advanced in years, has caused him to be recognized as a prominent representative of our metropolitan life. Nearly, if not quite all our other representative men have become such, in special departments of business or professional life. Mr. LATROBE, though he has attained eminence and national reputation at the Bar, has wrought himself into the texture of our social and civil economy, outside of his particular calling.

Reviewing the history of Baltimore, since he came actively upon the stage, we find that there have arisen and transpired, the most signal and determining events, that have revolutionized its condition, developed its resources, and shaped its future career. Into these, he has entered as one of the leading actors, oftentimes originating and carrying into execution enterprises of great value to the present and future, and in this way has become identified in the public mind with the civil, social, industrial and intellectual life of our city.

It is with a sentiment of peculiar pleasure that we are enabled in such a connection and association as this, to place the name of JOHN H. B. LATROBE among the characteristic men of Baltimore, who have greatly promoted its commercial advancement, its educational privileges, its civil order, and social conservatism and elevation.

HENRY GASSAWAY DAVIS,

U. S. SENATOR, WEST VIRGINIA.

The erection of the Western Counties of the Old Dominion, into a Sovereign State during the late war, though its constitutionality at the time was questioned by some, has undoubtedly been productive of valuable results to them, as well as to the Country at large. They were wise to retain the old name, honored among the illustrious colonies that constituted our Federal Union, around which cluster, the most noble heroes and brilliant achievements of our history. West Virginia, though like a son parted from the paternal home in an establishment of his own, still shares in the heritage of the past. But she now has her own individuality, and that has developed resources and manhood, which but for this might have remained undeveloped

Her's is a grand domain, of exhaustless wealth, agricultural and mineral, which under the enterprise of her native and adopted sons, will yield an incalculable revenue.

For the emergencies of her new life, to give it right direction and development, a number of pure, strong, wise men have been provided, according to that "fitness of things" which the Lord of providence has established.

Among the most prominent of these is the Hon. HENRY G. DAVIS, and upon reviewing his record we take great gratification in the fact that he is the gift of Maryland to our young sister State, with whom we are more intimately related than any of the other States. Not by geographical affinity only, but by means of our great Railroad, the Baltimore and Ohio, which has been the chief agency of the development and prosperity of West Virginia, as well as Maryland.

Mr. Davis' career has been finely illustrative of the principles of our American character, reflecting at every stage of his upward progress, unsullied honor on his native as well as adopted State.

He was born in Howard County, Maryland, November 16th, 1823. His parents were in moderate circumstances, which necessitated him to make very early efforts for his own support. Thus so soon as he was able to work, he was engaged in farm labor, receiving at intervals, instruction in a country school. This providentially was the appropriate beginning of his useful career, forming habits of industry and giving him that interest in and knowledge of husbandry, which have enabled him to accomplish wonders in the development of the agricultural interests of his adopted State.

Until his twentieth year he toiled, industriously, persistently, with no other prospect but that of the laboring man; yet in his humble life, he displayed force, and elements of character, that were the earnest of higher employments and a more elevated sphere. At this period of his life, while thus engaged, were evolved the determining powers of his nature, which were well authenticated, and fitted him for every subsequent undertaking. At about twenty years of age, he made a change of occupation. Intrinsically, it did not seem to be a step in advance; yet it was. It may be called the transition point, at which he turned from the quiet vocation of the farmer, towards the busy life of the merchant, financier and statesman. He engaged himself in an humble position on the Baltimore and Ohio Railroad. Ere long he reaped the reward of fidelity, in being appointed conductor, then superintendent of trains on line of road between Baltimore and Piedmont, and later, the trusted agent of a most important station on the Road. He served the Baltimore and Ohio Railroad Company fourteen years, during which he was regarded as one of its most efficient and faithful employees; and was a favorite with its patrons.

It would be a difficult, if not an impossible attempt, for the most dexterous political economist to constitute the statesman out of the railroad brakesman and conductor. The latter has sometimes developed into the Railway President; this is natural. There must be some extraordinary forces, that could accomplish such an unusual result. Among the many instances of manly progress which have come within our review, none are more

remarkable than Mr. Davis'. Strange as it may appear, his railroad experience was a necessary and preparatory part of his present prominent and prosperous position. Though he and his employers had never ventured to predicate it upon his services, however faithfully rendered, the genius of his destiny had calculated it as an important factor in the problem of his life, without which the result would not have been attained. Beyond the varied information, systematic training and valuable contact with business men which his railroad experience gave him, it was the means of identifying him with West Virginia, to which an overruling Providence was guiding him.

THE BALTIMORE AND OHIO RAILROAD, the great artery running through that vast, magnificent section, abounding with stores of coal, minerals, timber, &c., has been and is the medium of its circulating life. Hardly a pulsation of its industrial and commercial heart is independent of it. Mr. Davis, from his constant connection with it and observation of its matchless beauty, learned to love it, and then to see its possibilities. Observing, day by day, the great lumber and coal trade, he determined to embark in it himself. Voluntarily severing his immediate connection with the Railroad, he remained at Piedmont and engaged with his brothers in general merchandizing, mining coal and lumbering. His capacity for business was displayed at once; he was very successful, and soon became a large shipper and patron of the Road, of which he had once been an humble

employee. By rapid enterprise and judicious investments, he was soon enabled to engage in banking, and ere long he established the NATIONAL BANK OF PIEDMONT, of which he is President. His commercial operations now assumed immense proportions, until he has attained a business importance, unsurpassed, and credit unexcelled in that region or State. While his residence and principal business houses were at Piedmont, West Virginia, his transactions extended over the State, necessitating Branch Houses in various localities, as at Grafton, New Creek and Deer Park

Though his interests had become so large, they did not absorb all his time and thought. He carefully studied the science of government, and closely observed the workings of events, and became intelligently concerned in the civil interests of the State, not as a politician, but a patriot. The conservative Union citizens of his county recognised the wisdom of his views, and solicited him to accept the nomination for the House of Delegates, in the State Assembly, which he did, and was elected in 1865. Upon the floor of this Assembly he arose to distinction. This was an eventful session, held after the close of the war, when the position and future relations of West Virginia were determined. Mr. Davis displayed an ability to cope with legislative and political questions, and a judicious mind, which marked him for future service.

Three years after this (1868) he was chosen as delegate to the National Democratic Convention held in New York; and that same year elected to the State Senate, and re-elected in 1870, and was chairman of the Finance Committee.

During his second term he was elected United States Senator and took his seat on March 4th, 1871, and was re-elected in 1877, to the Forty-Fifth Congress—each time by nearly a unanimous vote, although a democrat, both parties voting for him. Again in 1872, he was chosen delegate to the National Democratic Convention held in this city, which nominated Horace Greeley for the Presidency of the United States.

In Congress Mr. Davis took position by the side of Senators, who had enjoyed all the advantages of training and experience. His ability was recognized by the Senate, and he was placed on important committees. In the Forty-Fifth Congress he was chairman of the select committee to investigate the Finance Reports; books and accounts of the Treasury Department; a member of the Committee on Appropriations and Agriculture, and of a select Committee on Transportation Routes to the Seaboard. In the present Congress he is chairman of the Committee on Appropriations, one of the most important of the Senate, and of the select committee to investigate the accounts, books, &c., of the Treasury Department; a member of the Standing Committee on Agriculture, and Contingent Expenses of the Senate.

His conduct of the affairs and investigation of these committees, his reports and speeches on the floor of the Senate, compare favorably with those of the distinguished Senators who have passed through literary and legal universities and many years of civil service in legislative bodies. He is to-day one of the most prominent statesmen in the nation, his name being mentioned in connection with the Vice Presidency; whose success in every occupation of his life, from the herds-boy, to the U. S. Senator, is a guarantee that he will be equal to any future responsibilities, and fully sustain the highest honor which his State or Nation may confer upon him.

His speeches are remarkable for their clear enunciation of principles, comprehensive range of thought, accurate statements, and thorough investigation of the subject in hand. That upon the subject of Agriculture delivered in the last Congress, is an exhaustive discussion of the subject. It is a fine eulogy upon this most primitive and noble occupation, and will establish him high in the estimation of American farmers. In it, he has rendered great service to his own State by the exhibition of her boundless resources. For this and his other invaluable services, her citizens will not cease to honor him.

Mr. Davis' relation to Baltimore commercially is as special partner in the prominent and enterprising firm of MAYER, CARROLL & Co., extensively engaged in mining and

shipping the coal of Maryland and West Virginia; through the important and extended business of this House, and his large Banking, Coal and Lumbering connections, he is exerting wide influence upon the prosperity of his native State and her commercial metropolis.

From this imperfect review, the career of Mr. Davis is very remarkable, in many respects exceptional. Others have similarly risen from humble to high positions; have evolved a fortune out of the most meagre resources; have conquered a noble destiny against tremendous odds. He has done all these; from his occupation on a farm, he has become the successful Agriculturalist, Merchant, Miner, Bank President and Statesman; and as such to-day, by the employment of his capital, by his commercial transactions, by his congressional duties, and by his personal activity, he is exerting the most powerful and beneficial influences upon his State and country.

His residence at PIEDMONT is one of the chief attractions of that picturesque place, being in West Virginia at the foot of the Alleghanies, and in the heart of the great coal region.

His summer residence is at DEER PARK, Garrett County, Maryland, which stands upon the lofty altitude of the Alleghanies, 3000 feet above the sea, from which the most enrapturing views of that magnificent country are seen. It is near the celebrated DEER PARK HOTEL of the Baltimore and Ohio Rail Road, erected on ground sold by Mr. Davis to the company, for the enterprise, and to furnish a delightful mountain retreat, under its auspices. Here he spends so much of the summer as his busy life permits, in the enjoyment of social fellowship, dispensing hospitalities that are as welcome as they are spontaneous and free.

EZRA WHITMAN.

Our readers will have observed in these biographical sketches, that we have carefully selected those gentlemen who have exerted a permanent and distinctive influence upon the different stages and directions of Baltimore's progress.

As we view the whole realm of modern progress, no portion displays greater improvement than agriculture, in its various branches. Indeed it is the basis of the world's movements.

Those who have been instrumental in developing agricultural pursuits, and bringing them to their present state of perfection, have rendered the world and mankind, a service which cannot be computed. It is a source of gratification that, our citizen EZRA WHITMAN, stands prominently among those, whose name and agency in this great department of human industry and civilization, will become historical, as they are now honorable to his family and city.

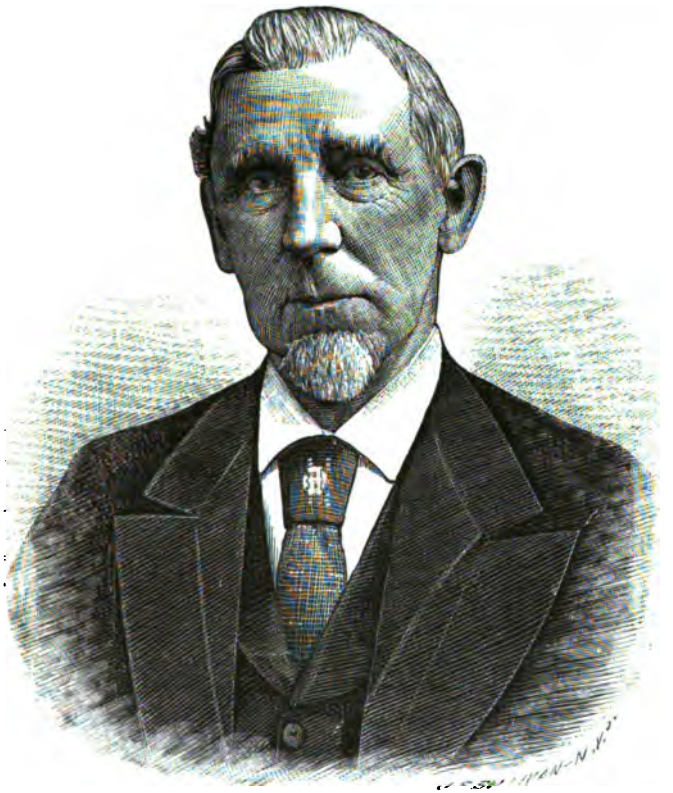
As a citizen, editor, and an inventor and manufacturer of agricultural implements, he has exerted valuable influences on and in behalf of Baltimore.

He was born in Bridgewater, Massachusetts, June, 1812, and reared in Winthrop, whither his parents removed, when he was four years of age. Here his father had a large manufactory and machine-works.

EZRA, the son, early manifested that he had inherited his father's peculiar genius, and contrived some valuable improvements in machinery, which were adopted in his father's establishment. When twenty years of age, having learned various branches of mechanics, he desired to prosecute the watch-making and silversmith business, and for this purpose entered the employ of Jacob Crooker, Waterville, Maine, extensively engaged in that department of manufacture. Before the expiration of the year, he determined to engage in business on his own account, and through the personal introduction and recommendation of Mr. Crooker, who had become strongly attached to him, he was enabled to purchase tools and a stock of Jewelry and Silverware, with which he began, in Winthrop, Maine, June 7th, 1833, when he was just twenty-one years of age, which he continued for six years.

About this time, public attention began to be directed to the construction of labor-saving machinery, especially in agriculture. Mr. Whitman being a close observer of the times, and constant reader, became satisfied that there was an opening in this direction; a profitable and useful field for genius and industry. He closed his jewelry establishment, and began the manufacture of implements and labor-saving machines of various descriptions.

His father had early projected and began the construction of a Reaping Machine, which had advanced so far as to demonstrate its practicability, and EZRA WHITMAN determined



E. Whitman

to give his attention to the subject of reaping by a machine. With Mr. Thomas White, who subsequently built a large establishment in York, Pennsylvania, he constructed a two-horse Mower and Reaper, which was probably the first complete one ever made. This was begun in 1824, and finished in 1832. It was of course comparatively crude, but demonstrated the feasibility and utility of such implements. Mr. Whitman, encouraged by its success, continued to manufacture and improve machinery, attaining a national reputation. Finding that Maine was too remote from the sections of the country where agricultural implements would be demanded, he came in 1843, to Baltimore.

He opened a steam-factory for the manufacture of various farm implements, and one for making *Plows* by machinery. He also opened a warehouse for the sale of all kinds of implements, seeds, fertilizers, &c.

Up to this period, the farmers and planters had proceeded upon the old principles and methods of tilling the soil, and gathering crops, with little prospect of change. Mr. Whitman, with wise regard for the public good, and the interest of the producer, in the spirit of a reformer, agitated the whole question of agriculture, and disseminated through the Press, his views.

He then interested himself in the agricultural welfare of the country, especially of his adopted State. He became a Director of the Maryland Institute, to encourage mechanical ingenuity and skill; assisted in the organization of the Maryland State Agricultural Society, of which he is a vice-president; circulated ably written articles upon all subjects of interest to the farmer. He founded and has since edited the MARYLAND FARMER, a monthly magazine, which is recognized as one of the leading agricultural journals of the day.

In December, 1873, he prepared and published in the Maryland Farmer, an appeal to the public for a MARYLAND STATE HORTICULTURAL SOCIETY, the result of which was the organization of the present society of that name, by himself and a number of other leading gentlemen; of this he was chosen the first president. The benefits which this has conferred upon the State, are seen at each annual fair, in the exhibition of splendid fruits and other productions of our State.

As a just recognition of his position, and influence in the department of Agriculture, he was elected Treasurer of the NATIONAL AGRICULTURAL CONGRESS, in 1876, and still holds the office. For many years he has been and still is a member of the Board of Trustees of the Maryland Agricultural College.

Mr. Whitman has spared neither time nor money to elevate the vocation of the farmer, and advance the agricultural interests of the whole country, and with that view has travelled extensively in all parts of the United States and Europe.

Though agriculture, and agricultural implements, have been Mr. Whitman's specialty, he has not confined his attention and efforts to them. He has always been thoroughly awake to the general interests of the country, and communities in which he has resided.

While a young man, in Maine, when the North-Eastern Boundary Question threatened war between England and the United States, and Governor Fairfield ordered out the State militia, Mr. Whitman was detailed as captain of a militia company to draft thirty men, and rendezvous at Augusta, for the protection of the North-East Line. In the midst of the snows and storms of that severe climate, he reported his company ready for duty at Augusta, in the remarkably short time of *thirty six hours*.

In 1867, he was a delegate from Baltimore to the State Convention for framing a new State Constitution; and has been prominently interested or consulted in many matters of public improvement and enterprise.

The commercial house which Mr. Whitman established in 1848, is now conducted under the firm of EZRA WHITMAN, SONS & Co. by his sons Frederick Winthrop, and Harry Fay, whom he educated to the business, and have taken high positions in the commercial ranks as efficient merchants. His eldest son Ezra Whitman is now president of the Baltimore Plow Company, to which he devotes his constant attention.

This brief sketch of Mr. Whitman is sufficient to show that he has during his honorable career in Baltimore, rendered it a signal and abiding service, and that he must and will be distinguished in its annals as one of the principal agents in its commercial progress, and a real benefactor to the State of Maryland, in being among the first to emancipate her farmers from the tyranny of old and effete methods, and supplying them with material and machinery which have transformed her territory into bountiful pastures and fields, beautiful gardens and ladened orchards gleaming with golden fruit.

PROFESSOR NATHAN RYNO SMITH, M. D.

See Pages 75, 76, 95.

The memory of this great man should be cherished and perpetuated by the City of Baltimore, and invested with the highest renown. His career was of the most exalted character, displaying the qualities of the refined gentleman and scholar, the wisdom of the true philosopher, the skill of the complete scientist, and the benevolence of the good physician.

Evidently designed by his Creator for the noble vocation, which he so proficiently and grandly fulfilled, he was endowed with every needed qualification, and he arose step by step the difficult ascent of the science of medicine and surgery, until he arrived at its summit where he had no superior, and whence he conferred inestimable benefits upon his profession, and suffering humanity.

While in a comprehensive sense, Dr. Smith belongs to humanity, Baltimore must be ever associated with his name; and it is peculiarly appropriate, that we identify his, with the record of those in other vocations, who have given her honor and fame.

We give only a brief record of his life. He was born in CORNISH, New Hampshire, May 21st, 1797. His father, Dr. Nathan Smith, a practicing physician, was about this time appointed first Professor of Medicine in DARTMOUTH COLLEGE, and organized its Medical Department; he was afterwards elected to the Chair of Physic and Surgery in YALE COLLEGE.

THE SON, Nathan R. Smith, received his preparatory education in HANOVER, New Hampshire, the seat of Dartmouth College, and entered the Freshman Class of YALE in 1813, graduating 1817, with a class of unusual talent which furnished many distinguished men to the country and the profession. After receiving his degree, he accepted the position of classical tutor in Thomas Turner's family, in Fauquier Co., Va.; a year and a half after this he returned to New Haven and studied medicine under his father in Yale College, graduating in 1823. In 1824, he began to practice in Burlington, Vermont, giving special attention to SURGERY; it was here that he married his wife, Juliette, daughter of J. Penniman. In 1824, Dr. Smith was appointed Professor of Surgery and Anatomy, in the University of Vermont, and organized its MEDICAL SCHOOL.

To enlarge his professional knowledge, he spent the winter of 1825 in Philadelphia, attending the lectures of the eminent Professors of the University of Pennsylvania. At this time he enjoyed the acquaintance of Professor GEORGE MCCLELLAN, who was engaged, with other eminent physicians, in organizing the MEDICAL DEPARTMENT OF JEFFERSON COLLEGE, in Philadelphia. At their solicitation, Professor Smith accepted the chair of Anatomy, the duties of which he discharged with great ability for two years.

This was an admirable and doubtless a providential preparation for his future course in this city. In 1827, the chair of Surgery in the University of Maryland was made vacant by the resignation of Professor Granville S. Patterson, to which Professor Smith was elected. Attracted by the field for professional skill and usefulness which Baltimore presented, he accepted, and entered at once upon his duties in the University, and as CLINICAL SURGEON in the Baltimore Infirmary. Thus began that career in this city, which has made him distinguished throughout the world. Soon after this, he invented and gave to the Profession, an instrument for easy and safe operation of Lithotomy, which previously was a very difficult and dangerous one. The apparatus bears his name and is in general use by the faculty. About this time, he published a voluminous work with plates, on the Surgical Anatomy of the Arteries, which was well received in Europe and this country; and he became a constant contributor to the leading Medical Journals.

In 1838, Professor Smith resigned his chair, and so soon as this was known, was elected to the chair of the Practice of Medicine in Transylvania University, Kentucky,

which he accepted, retaining his residence and practice in Baltimore, and spending the necessary time with his classes at Lexington, Kentucky.

In 1840, the University of Maryland, which had been suspended since his resignation, was re-established, and he resumed in it his chair. Its subsequent success and reputation were due mainly to his learning, skill and influence. And they who are now sustaining its reputation, in its distinguished Faculty, are mainly his own students, whose paths to knowledge and eminence, he professionally and personally directed.

Nathan R. Smith M.D.

During the long period of his professorship in the University, he has not only trained many physicians, but has communicated knowledge and devised apparatus and modes of surgical operation, that have conferred inestimable blessings upon the profession and humanity. About 1860, he invented the ANTERIOR SUSPENSORY APPARATUS, for fracture of the lower limb, which not only gives immense relief to the patient, but oftentimes saves the limb from amputation.

In 1867, he was received with distinguished attentions in Paris and London, and on his return to Baltimore, welcomed by the entire Faculty with a banquet and other demonstrations of respect.

On March 1, 1870, he resigned his professorship in the University of Maryland and devoted himself to private practice. Even during the last years of his life, when suffering

from a painful disease and the infirmities of age, he continued, as he was able, to practice, and employ his pen for the benefit of medical science.

He died July 3rd, 1871, leaving the record of an accomplished scholar, a magnanimous man, and a great surgeon; to whose works and practice, all future generations of physicians and surgeons will resort for instruction and example.

Professor Smith left but one son, Dr. Alan P. Smith, a practicing physician and surgeon of Baltimore, formerly Professor of Operative Surgery in the University of Maryland, whose eminent position in the Faculty, and successful practice, were a source of great gratification to his father, as they are to our citizens, who honor the memory of their great Surgeon.

JAMES RAWLINGS BREWER.

The contending forces of the civil and business world are so numerous and persistent, that it is not easy to attain prominence or success. Comparatively few possess the power to master the obstacles and adverse elements that crowd the field of human strife. The multitude are driven into despondency; the few are made strong by contention, and survive as victors.

These Biographical Essays, present a number whose early manhood was braced up to the contest, by the forces of adversity, and who conquered an honorable destiny.

Among the successful young men of Baltimore, to whose persistent industry under Providence, their rise is due, is JAMES R. BREWER, Clerk of the Circuit Court of Baltimore City, and Editor and part Proprietor of the BALTIMORE DAILY NEWS. He is distinctively a Marylander, having been born in Annapolis, December 28th, 1840; his father was James B. Brewer, and the ancestor of his family, came to Maryland with Lord Baltimore; and being the first to land, received a large tract on South River, where he located the town of Brewerton.

The members of the Brewer family have occupied honorable and distinguished positions in the State, among whom are George Gaston Brewer, an eminent chancery lawyer, Hons. Nicholas Brewer the elder and younger; the latter was Associate Judge of the Third Judicial District of Maryland, and Nicholas Brewer of John, Adjutant General of the State under Govenor Bradford.

James R. Brewer received his education at St. John's College, Annapolis, manifesting in his boyhood, unusual facility in composition, and began at fourteen years of age to write for the Press. For his articles he received the commendation of the editor. When seventeen, he determined to learn the art of printing, and after a few months of diligent preparation, accepted the position of editor of the MARYLAND REPUBLICAN, then the organ of the Democratic Party in Anne Arundel County and vicinity, the duties of which he discharged to the entire satisfaction of the proprietors, and the community.

The death of his father, devolved upon him the care of his mother and several sisters, and in order to meet the responsibilities thus early and providentially imposed, he came to Baltimore. For a time he was connected with the *Southern Herald*, published by Beach & Young. This was during the late war. Mr. Brewer was opposed to the war measures of the Government, and the paper was suppressed. He then became connected with the *Evening Transcript*, which shared the same fate as the *Herald*, by order of General Lew Wallace, May, 1864. A few weeks after this Mr. Brewer, with Joshua M. Bosley, established the *Evening Post*, which was at once popular and successful, but was also suppressed by the Federal authorities, September 30th, 1864.

Realizing the impossibility of conducting an independent newspaper under the circumstances, in Baltimore, he made no more attempts during the remaining months of the war

to establish one. At that time however, he undertook the reorganization of the Democratic Party, and accepted the hazardous position of PRESIDENT OF THE DEMOCRATIC CITY CONVENTION in Baltimore.

In the fall of that year, he was enthusiastically nominated for the State Senate from the Third Legislative District of Baltimore City, on the McClellan ticket, but owing to the fact that about three-fourths of the democratic voters were disfranchised, he was not elected.

James C. Brewer

His reputation having extended beyond Baltimore, as a literary and political writer, he was invited by MANTON MARBLE, then editor of the NEW YORK WORLD, to an editorial position on that distinguished Cosmopolitan Journal. He remained on its staff discharging his duties with ability and satisfaction, until the spring of 1865, when the precarious health of his widowed mother, required him to return to Baltimore. He soon after assumed control of the *Sunday Telegram*, which he retained for several years, and wrote besides the editorials, a number of serial stories which were well received.

Mr. Brewer retained the Presidency of the Baltimore Democratic City Convention, and was made chairman of the Democratic Executive Committee. In these positions, he

exerted a wide and strong influence upon the political character and elements of the city. Regarding the existing Registry Law defective and deleterious in its operation, he prominently engaged in organizing the *Anti-Registry Convention*, which was composed of many of the ablest and wisest men of the State; he was appointed by it, a *committee of one*, with power to select assistants to prepare a Memorial to the Legislature of 1866, praying for a modification of the law. The *Memorial* was signed by several thousands of citizens.

In 1867, Mr. Brewer called the first Democratic City Convention after the fusion of the Democratic and Conservative parties; was chairman of the Executive Committee, and as chairman of a special committee composed of five of our leading citizens, and appointed for the purpose, prepared the address to the people of Baltimore, which the Convention adopted and published. He was unanimously nominated Delegate-at-Large of the Third Legislative District to the Constitutional Convention of 1867, and was elected by an overwhelming majority. In the fall of the same year he was elected Clerk of the Baltimore Circuit Court, and is now 1879, the incumbent, having been elected three times by a large majority, thus with this term, he will have borne this honorable position eighteen consecutive years. As the Clerk he has given entire satisfaction to the Court, the Bar, and to all who have dealings in his office.

In February, 1874, he purchased a part of the *Baltimore Daily News*, which was begun and owned by Mr. E. V. Hermange, a native of Frederick County, Md., a practical newspaper manager, for many years an attache of the *Sun*. The association was a happy one and has proved eminently successful. Mr. Brewer became and is the responsible Editor, and under their joint management, the NEWS in an exceptionally short time attained a very large circulation and patronage, and has long since reached that stage of journalistic strength which places it beyond future peradventure.

Amid his busy official and business life, Mr. Brewer has found time to cultivate his literary taste. His pen has been active otherwise than in the columns of his papers. At the request of the Grand Lodge of the Independent Order of Odd Fellows, he composed the two odes which were sung at the dedication of the *Wildey Monument* in this City. (See page 70.) He wrote also, the Poem which was read at an entertainment projected to raise funds for the EDGAR A. POE MONUMENT, since erected in the Westminister Churchyard, Baltimore. This poem received the praise of the Press, and called forth complimentary letters from many eminent scholars.

Mr. Brewer's entire career so far, has been amid exciting scenes, in which he has been one of the most prominent actors, and yet he has maintained the respect of his political opponents, and has even won their esteem by his manly bearing.

His success in the important department of journalism, against so many adverse influences, is truly creditable to his intelligence, enterprise and industry. But his success is not simply individual in its results; through the *News*, he is aiding to advance all the interests of Baltimore, advocating its institutions and enterprises, and helping to increase its wealth, and extend its proportions to that of a metropolitan city.

In religion Mr. Brewer is an Episcopalian, and was during the war active in the Sunday school of old St. Peter's Church—then located at the corner of German and Sharp streets under the pastorate of Dr., afterwards Bishop Geo. D. Cummins,—of which Mr. Wm. Woodward, that good old veteran, to whose kindly ministrations so many of the young of this city are indebted, and whose name is venerated in the Sunday Schools, was Superintendent. He married in 1868, Annie W., daughter of Dr. James S. Owens, of Anne Arundel County, a distinguished citizen who served the State a number of terms as its Treasurer and who held the position of Naval Officer to the Port of Baltimore under President Buchanan.

JOHN B. PIET.

The European conflict which resulted in the TREATY OF UTRECHT, 1713, transferred the *Province of Acadia*, or "Nova Scotia" as it hence became known, from the possession of France to that of the British Crown. The Colonists, who were mainly of French birth and Roman Catholic faith, were subjected to unpardonable severity by the Deputy Governor Lawrence and Admiral Boscowen; they were required under pain of expatriation, to renounce their faith and take the oath of Allegiance to the Crown, and those who refused were forced on foreign bound vessels and separated from their families and homes.

From the Village of GRAND PRE, nearly 2,000 men, women and children, were carried forcibly away and landed at different points on the Atlantic Coast among the British Colonists of America. Many of them, as though in retributive justice, became active participants in the struggle of the American Colonies for independence, and their heroism was doubtless, greatly inspired by their sufferings under British rule in ACADIA.

Among the Acadians landed in Baltimore, were the ancestors of some of her best citizens —citizens who proved their loyalty to the American cause during the troublous days of the Revolution. When hostilities began they sprung to arms to a man, and by casting their lives and fortunes with the struggling Colonists, manifested to their ancient foes how well they remembered the indignities and humiliations of the past.

Among the number of Acadians landed in Baltimore, were the ancestors of John B. Piet, the subject of this sketch. They, with others of their race, settled in that part of the City known as Frenchtown. His grand-parents, shortly after their arrival in Baltimore, were united in matrimony, the ceremony being performed, it is believed, at Carroll's (Doughoregan) Manor.

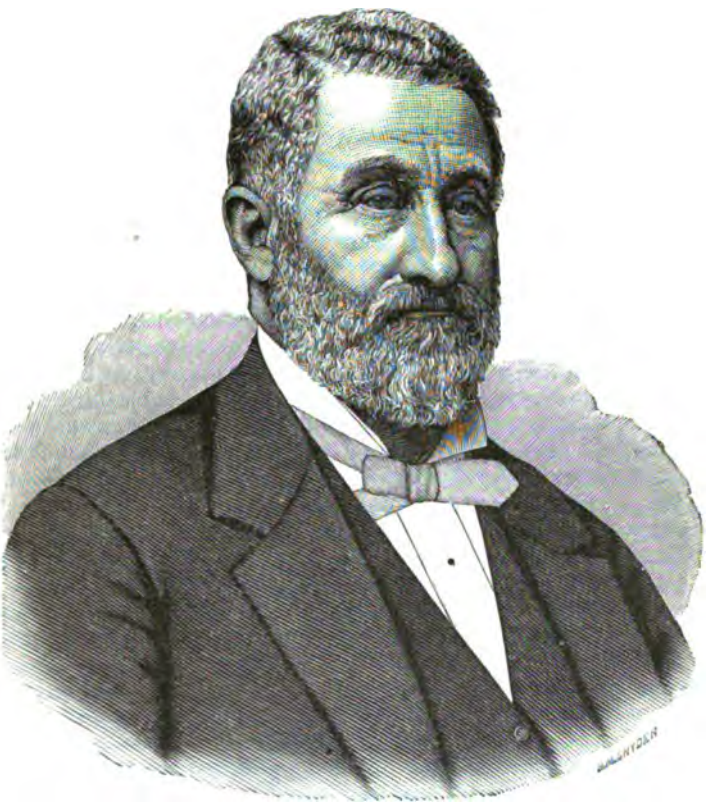
Mr. Piet being of an active turn of mind determined, soon after his marriage, to seek his fortune in San Domingo and set sail for that place accompanied by his youthful bride. Here, as at home, troubles beset them and the insurrection in 1791 caused the settlers to make a hurried departure from the place. Mrs Piet was safely escorted on board an American ship with her infant son, (the father of John B. Piet) who had been rescued from the massacre by some faithful slaves.

The child though only a few days old at the time of the departure, weathered the storms like a veteran and was safely landed with his mother in Baltimore, after a long and boisterous passage. When he grew up to boyhood his mother placed him under the care of Mr. Nelson Norris, then known as one of the leading hardware men of the City. Young Piet quickly acquired a knowledge of the business in all its branches and became a cotemporary in trade with Jacob Albert, Richard Norris, Henry Pike and other well known merchants in hardware. Fortune smiled upon him from the start, but being possessed of his father's ambitious and adventurous spirit, he abandoned business ashore and embraced the Sea as a profession. He made several voyages to the West Indies, and one to Europe when, at the urgent solicitation of his widowed mother, he gave up the sea and once more devoted his attention to hardware, engaging in the business with James Owings and John Dukehart. At North Point, he battled against the British, and was for long years a member of the Independent Blues.

In 1823, Mr. Piet married Susan McSherry, daughter of Richard McSherry, Esq., of Virginia, and John B. Piet was born on the 29th of March, 1824, in the building now known as 123 West Baltimore Street. In 1825, the family removed to Virginia and Mr. Piet commenced farming on the McSherry estate at Leetown, Jefferson County. In this pursuit he was very successful and became widely known in the Valley of Virginia. He emigrated to Missouri in 1840, settling with his family at St. Mary's

College, (The Barrens) near Perryville, Perry County. At this institute John B. Piet completed his education which had been commenced at St. John's Literary Institution at Frederick, Maryland, putting forth at both places the bright promises of a future which time only fulfilled. Before returning to Virginia with his parents, young Piet was appointed Delegate to the Whig Convention that nominated Henry Clay for the Presidency of the United States in May, 1844.

Having attended the Convention and seen something of Baltimore during his stay, he made up his mind to settle in the City, and in July, 1844, entered the Printing and



John B. Piet

Publishing House of Mr. John Murphy. In 1848, at Port Tobacco, Charles County, he married Miss Mary Floyd, daughter of David I. Floyd, Esq., for many years a prominent Tobacco commission merchant of Baltimore.

Mr. Piet's ability and attention to business were not without their reward, and in 1850 he was admitted as a partner in the house of John Murphy & Co. He remained in this firm until the June of 1858, when he gave up business until the following year, and

with M. J. Kelly who had also been a partner in the establishment of John Murphy & Co., formed a co-partnership with P. J. Hedian and commenced business at 174 West Baltimore Street, under the firm name of Kelly, Hedian & Piet. This house soon established a large and successful trade and, after many changes of the firm title, the last being that of Kelly, Piet & Co., Mr. Piet, by the death of Mr. Kelly, in January, 1879, came into possession of the whole business, which he now conducts under his own individual name. (See page 175.)

The House is one of the best known in the Country and has always done an extensive business. It has issued quite a number of popular publications, among which may be enumerated Kenrick's "English Translation of the Bible," in five octavo vols.; "Admiral Semmes' Services Afloat", which relates the story of the Cruise of the Alabama, has had an immense circulation and is still in demand being as entertaining as any novel; "Beechenbrook, a Rhyme of the War," by Mrs. Preston, of Virginia; and many other volumes of equal note. For the publication of "Fourteen Months in the American Bastiles," by Francis Key Howard, Mr. Piet and Mr. Kelly were arrested during the late Civil War, and imprisoned by the Military Authorities. The firm has also published a number of very handsome and popular Catholic and Theological Devotional Works, including prayer books of all sizes and styles. Their "Ceremonial of the Church" and the "Ritual" are standard authorities in church matters with the clergy everywhere. The *Catholic Mirror*, the official Organ of the Archbishop of Baltimore and his suffragans, has become deservedly popular under the able guidance of Mr. John B. Piet, and has long been regarded as the leading Catholic Newspaper in the United States.

In the matter of School books the firm has likewise made its mark. In 1868, it published a series of Readers and Spellers for the Public Schools of Baltimore. They were edited by Messrs. Newell and Creery, and are still used in the City Schools and in those of several of the Counties, beside being in large demand throughout the entire Country. A series of Mathematical Works for the Virginia Military Institute at Lexington, Va; Irving's Series of School Catechisms; and Brown and Scharf's School History of Maryland, are all admirable works for school purposes.

The catalogue of the House is quite extensive, the most important of which, perhaps, is Scharf's "History of Maryland" just published, in three large octavo volumes. This book was put in the hands of the printers in July, 1879, and was completed early in December, which, in view of the extent of the work and the short time in which it was executed, may be fully regarded as one of the most remarkable achievements in book-making ever recorded in Baltimore.

A very large Steam Book and Job Printing Office is one of the leading features of Mr. Piet's establishment. It is supplied with a first class assortment of type, and possesses all the essential appliances of a great Publication House. The Book department is stocked with a well selected collection of standard works and the superior arrangements of the house for the prompt execution of its numerous orders are well known in and out of the trade. It does a very large importing business with London, Paris and other cities of Europe, and has unsurpassed facilities from prompt import orders.

John B. Piet has done much in the furtherance of the printing and publishing interests of Baltimore. His quick intelligence, good common sense, matured intellect and great knowledge of the business, have made his name a household word among Publishers in this Country and abroad, while here at home, his genial and obliging disposition has secured him the firm friendship of all with whom he has come in contact.

MESSRS. POOLE AND HUNT'S

ROBERT POOLE FOUNDRY AND MACHINE WORKS.—See page 207. GERMAN H. HUNT.

In exhibiting the material forces of Baltimore, we would be remiss, if we did not appropriately refer to the extensive Iron Works of Messrs. POOLE and HUNT. Its Senior Member ROBERT POOLE, having received a thorough training in LANVALE and SAVAGE FACTORIES, began in 1843, to manufacture machinery on North Street, in connection with William Ferguson as Poole and Ferguson.

Mr. Poole was naturally endowed to an unusual degree with mechanical genius and skill, and this, with his complete, practical education in machinery, soon gave him reputation for designing and construction. The business met with encouraging success.

In 1847, GERMAN H. HUNT, who had been thoroughly qualified for the business, in the Foundry and Shops of JOHN WATCHMAN, successor to WATCHMAN & BRATT, among the earliest and most prominent Iron-founders and Machinists in Baltimore, received an important and responsible position in the Works; and after the withdrawal of Mr. Ferguson accepted the proposition of Mr. Poole to become his partner, and in 1851, the firm of POOLE & HUNT was constituted. From this time, the business advanced more rapidly, and the firm became widely known, as the commercial relations of Baltimore extended. At short intervals they enlarged their Works to meet increasing demands, and introduced new and important machinery, until they established one of the most complete FOUNDRIES and MACHINE SHOPS in the City.

In 1853, the Works were destroyed by fire, and as they could not obtain space enough in the city for their purposes, they purchased property at Woodberry, where they began erecting their present Shops. Until 1858, they were conducting the Works, both at Woodberry and in Baltimore, when the complete transfer was made of all their Machinery to Woodberry. This in brief is the history of these WORKS.

In their earlier history, their founders could not form any conception of their present extent. Doubtless they anticipated success and prospected more than a local reputation; yet they could not forsee the eminent success, and national reputation, they have attained. Beginning on a moderate scale, they have steadily advanced, and from the Manufacture of Simple Machinery for the ordinary processes of industry, they have risen to the construction of the largest and most complicated Engines and other Machinery.

Among the many specimens of their Workmanship we mention, the Columns of the Dome of the National Capitol in Washington, and the Custom House in New Orleans, the largest in the Country; Iron Tanks and Machinery for the Paper Mills of Jessup & Moore, Wilmington, Delaware; Metal Light-Houses for the United States Government.

They manufacture Machinery for the principal Fertilizing Houses in the United States, Steam Engines, Gearing and Shafting for Cotton Factories, Flouring and Saw Mills in the Eastern, Middle and Southern States; also Machinery for White Lead Works, and Oil Mills, in all the principal Cities East and West, where these interests are conducted. They are Manufacturers of Portable and Stationary Steam Engines and Boilers, Patent Tubular Steam Boilers, Plain Flue Boilers, Upright Tubular Boilers, Triple Hydrostatic Press, Pumps and Heaters for expressing Cotton, Linseed and other Oils, Improved Machinery for mixing White Lead, Paints, Chemical Fertilizers, &c., all species of Mining and Milling Machinery, Screws for Cotton, Tobacco and other Presses.

They have a Specialty in their LEFFEL'S DOUBLE TURBINE WATER WHEEL. Through their enterprising efforts, this WHEEL has come almost into general use. It is without doubt the Standard Water Wheel, nearly 8,000 are now running mills and factories in all parts of this and foreign Countries. With this single branch of their industry, Messrs. POOLE & HUNT have given Baltimore celebrity in nearly all Countries. Their GEAR MOULDING MACHINES deserve special mention in this connection. By

these they can turn out BEVEL AND SPUR GEARS without the use of patterns, of all sizes from one foot in diameter, upwards, unequalled in accuracy of pitch.

THE WORKS are located at the base of TEMPEST HILL, DRUID HILL PARK, which adjoins the property; all the buildings are very spacious and conveniently arranged, so as to give the greatest facilities for work, and economical handling of material. They comprise a Foundry, Pattern Shop, Machine Shop, Melting House, Brass Foundry, Boiler Yard Sheds, Tool House, large and commodious Offices and Draughting Rooms, which for arrangement are not excelled. The buildings are substantial edifices of brick and stone, heated by steam and lighted by gas manufactured on the grounds. The works are connected by Telephone with the City Office.

We have not burdened our readers with a minute description and dimensions of these Works, this is unnecessary; yet we have plainly conveyed an idea of their extent and operations, and we trust of the value this firm has been and is to Baltimore. It not only has given employment to thousands of industrious people, but has developed the genius of invention and industry, resulting in the establishment of other branches; has helped to transform Baltimore from a Purchaser of Machinery into a Manufacturer; has created important demands and made the whole Country a purchaser of us. The relations that obtain between all departments of trade and manufacturers, render all others susceptible to the influence of one; so a great establishment like this exerts a powerful influence throughout the city, bringing trade and capital from abroad, and infusing activity into other industries and pursuits, thus promoting general prosperity.

The town of Woodberry is an evidence of this. Not a great many years ago, its beautiful hills and valleys were covered with trees and waving grain; here and there, was a country grist mill, whose burr-stones and hoppers, gave no promise of the mighty mills that now line its water-course, nor its population of 8,000 happy, industrious people dwelling in and around it, who find employment in these WORKS and the GREAT COTTON FACTORIES, whose existence is the sole origin and support of the town.

One of the great benefits of well conducted manufactures is, that they locate and support an intelligent community, the children of which, grow up in habits of industry, and become useful and safe members of society. In all the constituent elements of a manufacturing town, Woodberry may be considered a model. Under the control, influence and nurture of Messrs POOLE & HUNT, and the Proprietors of the neighboring Cotton Mills, it has grown almost to the proportions of a city, free from every species of social and public disorder. They have never permitted the sale of liquors within a mile of its centre, have discouraged all demoralizing influences, and encouraged and sustained the church, school and family culture.

When we visit Woodberry and behold its comfortable homes, see hundreds of merry children sporting on its hillsides; hear the clash and clangor of its workshops; the roar of fans and cupolas; the whir of spindles and clatter of looms, we recognize the debt that Baltimore and Maryland owe the men to whose enterprise all this is attributable. Not the least among these are POOLE & HUNT, who have identified themselves with all its interests; contributing generously to the support of its schools and churches, and seeking by financial and personal influence to elevate and improve its moral and social character.

Mr. Poole resides in Woodberry, superintends the works, and directs all their movements, and Mr. Hunt in Baltimore, spending a portion of each day at the works, and the rest in the city, managing the financial and outside affairs of the firm. This copartnership has been peculiarly appropriate and propitious. While both members are thorough, mathematical and practical machinists, Mr. Hunt possesses the financial ability needed for an enterprise of such magnitude. He is a director of two of our leading Banks, and sustains other important relations in business, educational and religious matters.

Mr. Hunt has, like many of our leading business men, been greatly interested and active in the church, giving the cause of Christianity the benefit of his labors and influ-

ence. He united early with the Madison Avenue M. E. Church, of which he is an official member, and for several years, has been and is the Senior Superintendent of its Sabbath School, one of the largest and most efficient in the city.

To this firm Baltimore is largely indebted for much of its reputation abroad.

THE CONSOLIDATION COAL COMPANY OF MARYLAND.

The proximity of Baltimore to the great Coal Deposits of Maryland, West Virginia, and Pennsylvania, gives it extraordinary advantages as a Manufacturing City, and with its Railroad and Canal facilities for transportation, it is not surpassed on the Atlantic coast as a Port of Shipment.

The Baltimore Coal region of Maryland and West Virginia, begins in Alleghany County, Maryland, a section of exhaustless mineral wealth and marvellous beauty and sublimity. North Mountain Range marks the distinction between the Blue Ridge on the East and the Eastern slope of the Alleghanies on the West; Dan's Mountain, near the City of Cumberland, one of the grandest of this magnificent region, stands between the two formations; the Sand-stone to the East and the Lime-stone to the West.

The great BITUMINOUS COAL Basin of Maryland, lays between Dan's and Savage Mountains, extending over sixty miles in length and five in breadth. Through the richest portion of this Basin or Valley and between the two Ranges, flows a shallow, tortuous stream called GEORGE'S CREEK, whose source is near FROSTBURG at the summit of the mountain top Coal measures, emptying into the Potomac River at Westernport Maryland, opposite Piedmont, West Virginia.

On both sides of George's Creek these Mountains are stored with the well known George's Creek Cumberland Coal; a deposit unequalled in quality for the various purposes for which it is used in the manufactures of Iron, Glass, &c., and as a Steam Generator upon Steamers, Railways, &c., and numerous large Mining Companies employing some thousands of men are engaged in the development of this valuable deposit.

Throughout the entire length of the Valley—from Cumberland to Piedmont—the Cumberland and Pennsylvania Railway has been constructed to carry these Coals from near the Mine's mouth, to the towns of Piedmont and Cumberland, where they find their outlet to the markets of the world—at Piedmont, via the Baltimore and Ohio Rail Road to Baltimore—at Cumberland, by the same great Road to Baltimore, and by the Chesapeake and Ohio Canal to Georgetown, D. C., and Alexandria, Virginia.

At these points by extensive transfer facilities the Coal is shipped coastwise, North and South, and to foreign ports.

They also have an outlet via the Cumberland and Pennsylvania Rail Road's connection near Cumberland, with the Pennsylvania Railway system, over which they are carried to Philadelphia and New York.

About two-thirds of this celebrated George's Creek Coal Deposit is owned by the CONSOLIDATION COAL COMPANY OF MARYLAND. This Company was organized in 1864, by the consolidation of several independent Coal Companies, and has become one of the largest and strongest in the Country. Its Capital is $10,000,000, and it owns over *Seven* thousand acres of the celebrated Big Vein, George's Creek Coal, (with double that quantity of the several smaller Veins.) This *Company* is thus the possessor of the largest area of semi-bituminous Coal property held by any single Corporation in this Country.

The Coals mined by the Company are the *semi-bituminous*, possessing in true combination all the best qualities of the anthracite and bituminous, so that they are the most effectual and economical for Manufacturing purposes and steam-generating. They are also remarkably free from sulphur or other impurities, which are destructive to grate-

bars, boilers, tanks, &c. This purity renders them peculiarly valuable in the manufacture of Iron.

As the owner of two-thirds of this valuable basin, and the producer of one-third of the Coal mined there, the CONSOLIDATION COAL COMPANY naturally occupies the leading and most prominent position among the several Companies operating in that region.

But much as the Consolidation Coal Company has contributed to the development and and prosperity of the George's Creek Coal basin merely as a miner of Coal, it has done much more by its enterprise and foresight in developing and perfecting the Railway facilities of the region. A few years ago, the owners of the Consolidation Coal Company acquired possession of the detached Roads that partly traversed this section and consolidated them into the present Cumberland and Pennsylvania Rail Road, which by heavy expenditures and extensions it has brought into a condition of perfect efficiency to transport the entire product of the region to Cumberland, Piedmont, or the Pennsylvania State Line—from which points the Coals reach the seaboard, via Baltimore and Ohio Rail Road at Baltimore, the Chesapeake and Ohio Canal at Georgetown and Alexandria, Virginia; and by the Pennsylvania Railway lines at Philadelphia and New York.

With the facilities furnished by this Road and under the system connected therewith, a trade which originally amounted to 1500 tons per annum, has at times in the recent past, reached two and a half million tons per annum; and even during the period of depression in Manufactures and trade from which the Country is just now emerging, the yield of the George's Creek Region has been maintained at upwards of a million and a half of tons per annum.

In many other ways the CONSOLIDATION COAL COMPANY has displayed great foresight and energy, and has done much to develope a large demand for the Coals of Maryland in foreign markets, which until recently were supplied by other countries.

The business of the Company even during the past commercial prostration, has steadily increased, and with returning general prosperity its sphere of usefulness will be enlarged.

It has rendered a valuable service to the State of Maryland, by its large expenditures of money within its borders; its patronage of its great thoroughfares, the Baltimore and Ohio Rail Road and the Chesapeake and Ohio Canal; by its constant employment of labor, by its encouragement of industry and development of manufactures, and steam communication, and by inducing through its manifold operations capital from abroad to invest in other enterprises.

The principal office of the Company is in BALTIMORE, at No. 13 GERMAN STREET. It has agencies in New York, Boston and other places.

In New York, Roussel & Hicks are the agents, at No. 71 Broadway.

In Boston, Darrow, Mann & Co. at No. 76 State Street.

The principal shipping point of the Company is at Locust Point, Baltimore, where it has extensive Coal piers for the prompt and economical handling of Coal; but it has also at the Cumberland Basins of the Chesapeake and Ohio Canal, large coal-piers for shipping to Georgetown, D. C., whence it ships largely coastwise and to foreign ports.

The Management of the Company is comprised of Charles F. Mayer of Baltimore, President; Charles W. Keim of Baltimore, Secretary and Treasurer; and ten Directors, viz: Galloway Cheston, William F. Burns, John Gregg, Decatur H. Miller, Robert Garrett, William Donnell, William F. Frick—all of Baltimore: William Whitewright and David Bishop of New York City, and George B. Warren of Troy, N. Y.

P. L. Burwell, is the resident agent of the Company at Cumberland.

Of the President, CHARLES F. MAYER, we deem it proper to say, that in his responsible position he is accomplishing a work of great importance to Baltimore. He is managing enterprises, employing capital and controlling trade, that are adding greatly to its wealth and industries, and infusing life into many other departments of business.

Mr. Mayer is also President of the Cumberland and Pennsylvania Rail Road Company.

SAMUEL BURNS,

Lumber Merchant.

Among the many departments of business in which Baltimore enjoys a decided advantage over the other Atlantic cities, the LUMBER TRADE is prominent.

This, our general article on page 188, plainly shows. Its location at the head of the Chesapeake Bay, by which it has water communication with the lumber regions of eastern Maryland, Virginia, and North Carolina, whence it receives the Pines, Cypress and other characteristic timber; and by reason of which position, it is so far inland as to be nearer to the great forests of the West, South-West and North-West, whence come the Walnut, Ash, Poplar, White Pine, Oak and other Woods, now so abundantly used by Builders, Furniture Manufacturers, and other artisans, gives us facilities above every other market.

In addition to these natural advantages the gentlemen who have been engaged in the trade, have by their enterprise, raised it to very large proportions, making it to exhibit a steady and rapid advance, equalled by few other branches.

In this connection it affords us pleasure to give a brief mention of SAMUEL BURNS, one of our representative men in the trade, whom we claim specially as a Baltimorean. He is the Son of our venerable citizen, FRANCIS BURNS, of whom we have written on pages 625—28, all of whose Sons are conducting important branches of trade and finance in our City.

SAMUEL BURNS, at the age of fifteen, entered the employ of COATES AND GLENN, one of the most distinguished in the history of the Lumber trade, and there enjoyed the best advantages for acquiring a complete knowledge of the business, as to its conduct and relations. With this training and experience, he was well prepared to enter into business for himself, and when the opportunity arrived in the spring of 1843, he formed a partnership with George F. Sloan, a thorough business man and gentleman, under the firm of BURNS & SLOAN. They conducted a prosperous business until the death of the latter, in 1860, when George F. Sloan, junior, the Son, became partner with the same firm name.

This was dissolved February 18, 1878, and Mr. Burns has since conducted business alone at No. 104 Light Street Wharf.

Mr. Burns is now the oldest living Merchant in the Lumber Business of Baltimore, and he is one of those to whose untiring enterprise, its vast proportions and growth are due. His own business relations are widely extended, both as a buyer and seller. In addition to the trade in building and hard lumber he furnishes doors, sashes, mouldings and all kinds of builders' material.

The business is not only profitable to its proprietor, but important to Baltimore, both in giving employment and support to many industrious persons, and sustaining extensive correspondence with other sections of the country.

By the enterprise of our lumber men, the trade has been more than tribled in the last ten years.

The western extensions of the Baltimore and Ohio Railroad, brings us into direct communication with the magnificent Forests of the West, so that our Lumber Merchants are placed at a decided advantage over all others in the East, as Baltimore is thus made the best market for both Southern and Western Woods.

Mr. Burns has always been quick to discern every advantage which Baltimore has possessed, and to give the trade the benefit of it.

This department of business is most intimately associated with the progress of the City; and those engaged in it have sensibly affected its growth and improvement.

BARKLEY AND HASSON.

The Roasted Coffee and Tea House.

JOHN C. BARKLEY. ALBERT A. HASSON.

In presenting a view of the Mercantile forces of Baltimore we cannot omit mention of this young and enterprising firm, and according it the praise which it justly merits, of having on so large a scale, established an important branch of trade in our City.

These gentlemen have demonstrated what may be accomplished by the spirit of genuine enterprise coupled with strict integrity, and an *unvarying standard of merit* in their goods. They came among us as strangers; but soon commended themselves in mercantile circles, and obtained the honorable esteem of our citizens. The firm of Barkley & Hasson is composed of John C. Barkley and Albert A. Hasson, both Pennsylvanians by birth—the former from Indiana County, and the latter from Fayette County, both in the Western section of that State.

This copartnership was formed in the year 1871, for the purpose of conducting the business of *Roasting Coffee and packing it in one pound papers* for distribution to the Retail Grocery trade—this being a new feature in the Coffee trade of Baltimore.

Their sales were small at first, but having established a high standard of quality for their Roasted Coffees, they soon became known and their sales increased rapidly from year to year extending West and South, until to-day this House stands second in the United States, in this large and increasing industry. Their business was first opened in a small room on West Fayette street, between Frederick and Harrison, roasting only from five to ten bags of Coffee per day.

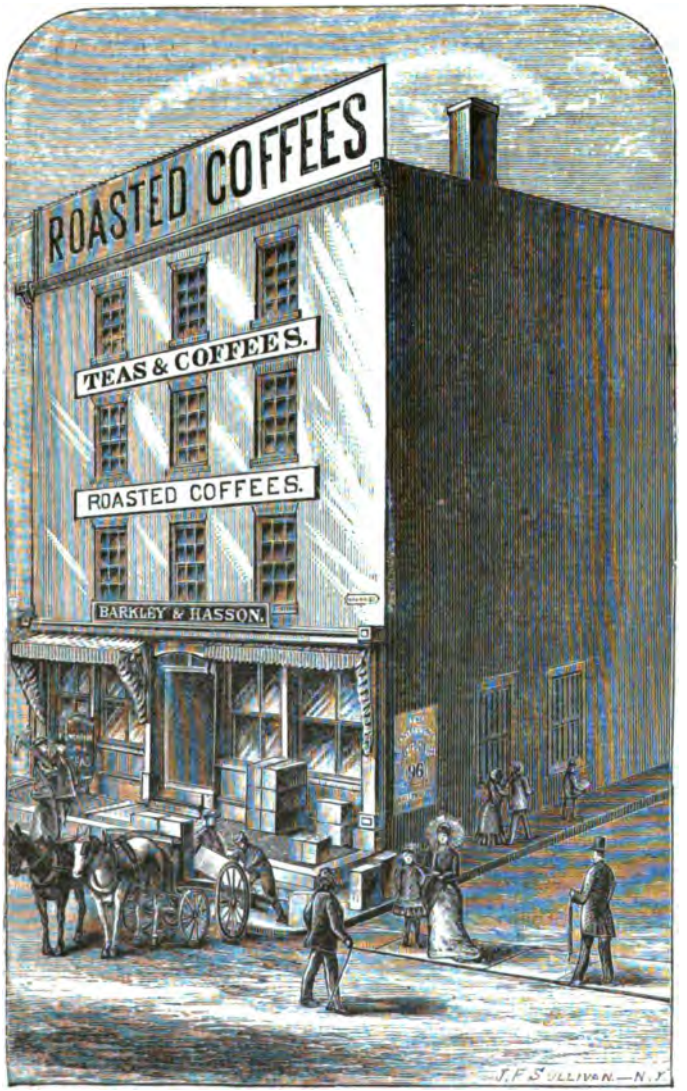
In the latter part of the same year they removed to No. 50 South Charles Street, where they increased their facilities and began in earnest to push their business. As years passed and their business steadily increased, this warehouse became too small, and in May, 1879, they removed to No. 96 West Lombard Street their present quarters, which they fitted up to suit their special business in the most complete manner, with all the improvements in machinery, &c., which their experience suggested.

They occupy the extensive building fronting on Lombard and Water Streets. The Lombard Street Front is fitted up as a Counting and Salesroom, while the Water Street Front is used for receiving and shipping goods. The first and second floors are for storage of Coffees and Teas, the third for packing Roasted Coffees and Teas, and the fourth is furnished with machinery for Roasting Coffee.

The greatest care is exercised by them in the selection of Coffees for Roasting, and in all the different stages of the process, until it is roasted and packed in cases ready for shipment.

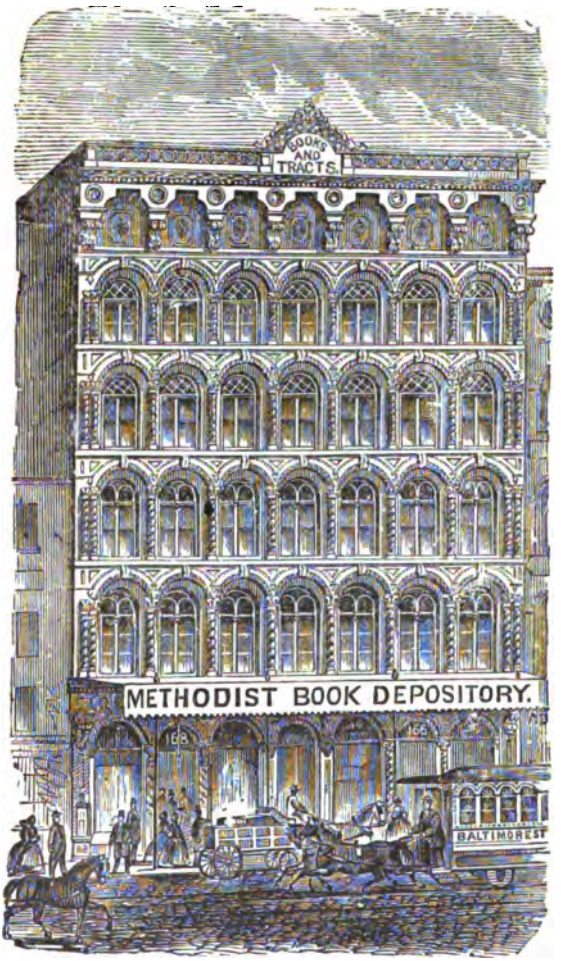
They manufacture the following brands of Roasted Rio Coffee, all of which are packed in packages of one pound each, and for shipment in cases of sixty or one hundred pounds—the qualities ranging in the order named—the first being their best brand; "Enterprise," Ticky, Chesapeake, Star, Atlas, and O. K.; also Roast and Pack Laguayra, Maricaibo, Java, and Mocha Coffee. In addition to their Coffee business, this firm are large TEA DEALERS, and as in Coffees, have been successful in introducing to the trade a special brand of their own Tea—The RA-JAH, which is packed in one-fourth pound packages, and for shipment in beautifully ornamented cans of twenty pounds each.

These gentlemen have successfully established here a new department of business greatly needed in Baltimore, similar to those mammoth enterprises in the North that have so largely monopolized the trade of the Country.



We rejoice in the success of all kinds of business; but more especially in those which stretch out their arms to all parts of the Country, drawing trade to our City and giving it reputation abroad. This House has contributed a very valuable part toward this very important result, and we sincerely wish them long continued prosperity.

THE METHODIST EPISCOPAL BOOK, SUNDAY SCHOOL AND TRACT DEPOSITORY.



This establishment has by the indefatigable enterprise of Rev. D. H. Carroll, become one of our leading Book and Publishing Houses. Its relations to the Methodist ministry and community are necessarily intimate, and subserves important ends in connection with that large and influential denomination.

Mr. Carroll has employed his capital and energies for other and more extended purposes. He determined to make his House valuable and essential to *all classes*, by keeping a large and carefully selected stock of all kinds of Books; miscellaneous, school and theological; and all the requisites for secular and Sunday Schools, the family, colleges and theological seminaries, churches, pastors, &c. His store is one of the most attractive in Baltimore. The shelves are crowded with Works of the Standard Authors; the tables spread with elegant publications of the great Publishing Houses of Europe and America.

His stock of Bibles, Oxford, Bagster's, Octavos and Quartos, Church Prayer, Service, and Hymn Books of all denominations, is very complete and handsome. Mr. Carroll makes a specialty of furnishing Sunday Schools, Ministers and Students, with well selected Libraries at a minimum cost, having peculiar facilities for combining works of standard and popular Authors.

For the accommodation of Ministers and others visiting the City, he has a large room in the rear of his store, where they may read the papers and periodicals, and write letters.

He has a well trained force of young men, who are invariably polite and attentive to their Customers, and has left nothing undone to render the House a valuable and attractive establishment.

Reference to page 171, will show the advance it has made under Mr. Carroll's management; to this, we alluded in our Biographical Sketch of *David Carroll*, his father, on page 669.

JAMES DIXON ROMAN.

LATE OF HAGERSTOWN, MD.

The intimate relation which Western Maryland sustains to Baltimore, and the identity of their interests render it highly proper to include among these biographical sketches, some representatives of that grand section of our State.

Western Maryland embraces a country not surpassed in the beauty of its scenery, the character of its citizens and the cultivation of its soil. It has a history, from the earliest settlement of the State, honorable to us and the nation. From its cities, villages and farms, have emanated many of our most distinguished lawyers, statesmen and merchants. In all epochs of our State and National history it has furnished men, who have exerted an appreciable and happy influence upon our own and other sections.

WASHINGTON COUNTY, in the western part of the State, is renowned for its high state of cultivation, having a number of wide, fertile valleys, chief of which is the Valley of Antietam Creek. Near the middle of this, the beautiful little City of Hagerstown, the County Seat, is situated. In this place are centered much of the talent, refinement and wealth of this section. The Bar at Hagerstown has always stood exceptionally high, and to become a distinguished member of it, neither has been, nor indeed is, an easy achievement.

With Hagerstown, the principal portion of the gentleman's career was identified, whose sketch we here record.

HON. JAMES DIXON ROMAN, was born in Chester County, Pennsylvania, August 11th, 1809, whence his parents removed to Octorara Iron Works, Cecil County, Maryland, October, 1810. His father, Joseph Roman, was a Quaker gentleman of comfortable means, and high social position, esteemed for his integrity and practical knowledge.

His mother was the sister of JAMES DIXON, for many years Prosecuting Attorney for the Western District of Maryland, residing at Frederick.

Mr. Roman's early youth was spent at home. He was devoted to reading and gave early promise of those powers which subsequently distinguished him. A portion of his academical training, he received in the school of the Rev. Dr. McGraw, at West Nottingham, a Presbyterian Minister of learning and a teacher of wide reputation. Here his mind was well trained to reason, and quick application of principle to practice, which characterized his business and professional life. When twenty-four years old, he entered the law office of his uncle, James Dixon, in Frederick City, and prosecuting his studies zealously and thoroughly, was in due time, admitted to the Bar at Frederick, where his ability was soon recognized.

The death of JAMES DIXON, occasioned a change in all his plans. He came into possession of his extensive Law Library; and now, deprived of his valuable influence and association, threw himself upon his own unaided energies, and removed to Hagerstown.

He soon made his mark at the bar there, and gradually becoming known throughout the entire western portion of the State, as a man of high character, and an able lawyer and financier, found himself a leader in the civil and political movements of the period. Having allied himself with the Whig Party, he became its head in his Congressional District; was elected to the House of Representatives, (Thirtieth Congress) December, 1847; was Elector for Taylor and Fillmore, 1849, and for Buchanan and Breckenridge, 1857.

He was specially active in support of the "Tariff," and made able speeches in defence of it, during the canvass and in Congress. He attained in Washington, the reputation of a constitutional lawyer and statesman, and became identified with the prominent members; his relations being cordial with such men as Clay, Webster, Tyler, Adams, and others.

Mr. Roman was one of the most industrious and influential members of the House, at a time when it contained many able statesmen, and many exciting and eventful discussions and scenes took place in connection with the Tariff, Internal Improvements, Mexican War, and other national questions. Having served out his term, he returned to his practice in Hagerstown, declining a renomination to Congress.

He was subsequently induced to accept the nomination for the United States Senate, in the Legislature of Maryland, and was defeated by only one vote. Probably if he had greatly desired the position and striven for it, he would have been elected, so great was his popularity.

The HAGERSTOWN BANK, (of which Colonel William Rochester was the first President, who removed to the City of Rochester, in the State of New York,) needed a man of financial ability, and Mr. Roman was elected president. Under his administration it rapidly gained prosperity, and was established on a firm basis.

The handsome Building which it now occupies, is chiefly the result of his spirit of improvement. Through his efforts also, the WASHINGTON HOUSE, the principal hotel in the City, was built. After his connection with the Hagerstown Bank, he directed his attention more fully to financial affairs, becoming largely interested in Real Estate and invest-

ment securities, in the management of which he was very successful. He also became identified with nearly all the industrial and agricultural enterprises of his section of the State. This busy life continued until by reason of failing health, he was compelled to withdraw from active business.

He was always deeply interested in those matters which concerned his State and Nation. Tenacious of his own views, and zealous in advocating them, an active party man, he yet regarded the safety of the people the supreme law, and held everything subordinate to the public weal.

He was a member of the PEACE CONVENTION, held in Richmond, Virginia, 1861, and earnestly labored with his compatriots, many of whom were his cotemporaries in Congress, to avert the war between the States. He went to the Convention a strong Union man, but after its failure to effect peaceful measures, he returned in sympathy with the Seceding States, opposing their coercion by the Government, though not changing his original views. His earnest desire was to preserve the Union by peaceable measures, and he firmly held, that if the Government had pursued the policy recommended by that Convention, the great border States could have prevented a protracted war, and brought the difficulty to a speedy settlement. While Mr. Roman held decided opinions on the Civil War, as on all other issues, he entertained no animosity towards those of opposite views.

Mr. Roman died, aged fifty-six, in 1866, having long suffered from an affection of the spine. He left behind him the reputation of a most valuable and estimable citizen, whilst in private life his associations had been so happy, as to make his loss deeply regretted by a wide circle.

His disease which was painful, and had nearly destroyed the use of his lower limbs, did not prevent his active management of business, and never affected his vigor of mind.

His personal character illustrated many of the most noble traits of manhood. His mental acquisitions, legal ability and business faculty, made him one of the prominent men of Western Maryland. His kind disposition and generous acts were often manifested in quiet and unostentatious ways. His concern for the poor was displayed by a clause in his WILL, making provision for those of Hagerstown, unable to help themselves.

MR. ROMAN married September 2d, 1837, Louisa Margaret, daughter of JOHN KENNEDY, one of the Founders and Elders of the PRESBYTERIAN CHURCH in HAGERSTOWN, with which his family have been since closely identified. They had three children, LOUISA, SALLIE, and JAMES DIXON. The first died in early childhood; the last, a young man of lovable character and brilliant promise, died suddenly, while a Student in HARVARD UNIVERSITY. The second, SALLIE, married C. C. BALDWIN, formerly of Baltimore, now head of the New York House of WOODWARD, BALDWIN & Co. She died April, 1878, leaving two sons and a daughter, the only heirs and representatives of MR. ROMAN. MRS. ROMAN survived her husband and children, residing in Hagerstown, and died in 1878, greatly lamented by the Community and all who had enjoyed her acquaintance. She had always been actively engaged in the Church as a most efficient member, and was zealous in promoting works of charity. For many years she was a member of the Presbyterian Church, but for a short period before Mr. Roman's death attended with him, the German Reformed Church of Hagerstown, with which he became connected late in life. Her death was a calm and peaceful departure from the scene of trials, borne for years with Christian resignation.

JAMES DIXON ROMAN'S name should be perpetuated in the History of Maryland, as one of her most useful Citizens, who have aided in developing her western portion, and whose success will serve to stimulate and encourage her sons, as they appear on the stage of action.

ROBERT W. L. RASIN. EDWARD K. COOPER.

R. W. L. RASIN & CO'S

Chemical Works.

The FERTILIZING Interest though comparatively of recent origin, has become one of the principal and most important branches of business; and has added immensely to the trade and growth of the country, especially of Baltimore. It produced a revolution in the methods of tilling the earth, and has effected wonders, transforming barren and exhausted lands into fertile fields, reduplicating the returns of farming industry.

BALTIMORE has the honor of being the Pioneer in this department. The discoverer of the GUANO ISLANDS and the first importer of Phosphatic Guano in this city, was Captain E. K. COOPER, of the firm of R. W. L. RASIN & Co., a native Baltimore *sea-captain*.

During a voyage, he discovered the Guano deposits of the Islands of Roncader, Cay Arenas, Morant Keys, Pedro Keys and Navassa, in the Caribbean Sea, and brought the first cargo of Phosphatic Guano to this port years ago, from the West Indies. The tests and experiments to which it was put, soon established its value; and the possession of Navassa Island was secured to him by act of Congress of the United States, and some years later, when the Government of Hayti, under the Emperor Saloque, took forcible possession, General Lewis Cass, then Secretary of State of the United States, ordered the United States fleet, under command of Commodore Turner, to sail to his relief, who dispersed the pretenders, and had the Emperor of Hayti apologize and promise to never again molest Captain Cooper in his new enterprise. Capt. Cooper continued to import the Guano to this Country and ship to Europe until 1864, when he disposed of this vast interest to the Navassa Phosphate Company of New York, who, at this writing, are still working successfully the Guano deposits of this Island, and paying satisfactory dividends upon a capital of $3,000,000.

Subsequently, Captain Cooper and R. W. L. RASIN formed a Copartnership, and estab the CHEMICAL WORKS situated in SOUTH BALTIMORE, that have since grown to be among the largest in the United States.

Mr. Rasin's business career has been exclusively and continuously connected with the manufacture and trade of FERTILIZERS, and he is to be regarded eminently, as a representative manufacturer and merchant; and not only so, but many of the most important features of this branch, he discovered and brought into use; specifically, the *value* and application of the meat and bone *refuse* of the slaughter houses of the West. His attention was directed to the enormous waste of the pork and cattle slaughter houses; acting upon the suggestions of PROFESSOR JOHNSON, a distinguished Chemist of Yale College, in reference to animal matter as a fertilizing element, he succeeded in introducing this article both in this country and Europe.

MR. RASIN is distinctively a Marylander; was born in Queen Anne's County, October 27th, 1836, and came to Baltimore with his father and family in 1846. He was entered into a commission store as clerk. His business habits and ability soon became known, and he was engaged by the PHILADELPHIA GUANO COMPANY, and the SOMBRERO GUANO COMPANY in their Baltimore departments. He continued with them to their entire satisfaction, until a change was made in their business.

This experience covered the earlier years of the history of this industry, when those engaged in it were not only dealers, but *discoverers*, and were arriving by study, experiment, and with great expense, at those results which have made the business so valuable to the country.

Some time after Mr. Rasin's engagement with the Companies ceased, he was employed by Captain Cooper, in the management of his great interest the NAVASSA GUANO, both on the Islands and in Baltimore.

In 1864, the NAVASSA PHOSPHATE COMPANY was organized, which purchased the property and business, and Mr. Rasin became the General Agent; successfully conducting and extending the business until 1872, when his individual enterprise required his whole time and he resigned. Since then he has conducted the business with Captain Cooper, under the firm of R. W. L. RASIN & Co.

MR. RASIN, has rendered prime and essential service to the trade and country. He was mainly instrumental in introducing various standard fertilizers in the States, and Navassa and Sombrero Guanos in Europe. The *refuse* of the slaughter houses to which we have referred, he first employed as the base of the nitrogenous ingredients that now constitute the main dependence of the manufacturer of fertilizers.

In the pursuance of this business Mr. Rasin has acquainted himself with all its features and possibilities; has consulted scientific and practical agriculturalists, and carefully experimented with the soil.

The practical result of his study and enterprise is found in the FACTORY, located on CROSS and COVINGTON STREETS in this city, covering an area of several acres, which he is continually enlarging. It contains three large *acid chambers*, and the most complete machinery for compounding concentrated chemical Fertilizers, to supply the largest demand that exists. The present capacity is 36,000 tons per annum.

The Factory proper of Brick, is 56x156 feet, two stories high and stands opposite to the three acid chambers 200 feet in length. The machinery is driven by an engine of 160 horse power, and in addition to the mill and buildings described, there is a stone storage warehouse capable of storing some 5,000 tons of manufactured fertilizer, also warehouse 33x176 for storage of bone and other unmanufactured materials, a stone stable for six powerful mules, and also a bag and chemical room adjoining, constructed of stone with slate roofing, two stories high, 36x18 feet. The ground covered by this factory is 473 feet by 300 feet, whilst the spaciousness of the whole outlines is but sufficient for the vim and enterprise which drive this grand and completely organized force, to turn out a fertilizer which is compounded with an accuracy and precision that shall make millions of bushels of grain, and thousands of bales of cotton, grow where but a meagre crop was raised in previous seasons. Those who use their fertilizers may expect to see in their harvest, that they have not labored in vain.

MR. RASIN, though comparatively a young business man, exerts a wide and valuable influence upon the community, especially upon the agricultural and horticultural interests of Maryland and the country. With other prominent citizens of taste, he resuscitated the MARYLAND HORTICULTURAL SOCIETY, which has become equal to any in the United States. He is the Treasurer of this and also of the NATIONAL CHEMICAL FERTILIZING ASSOCIATION He is also a Director of St. Mary's Industrial School, a great charitable institution, near Baltimore.

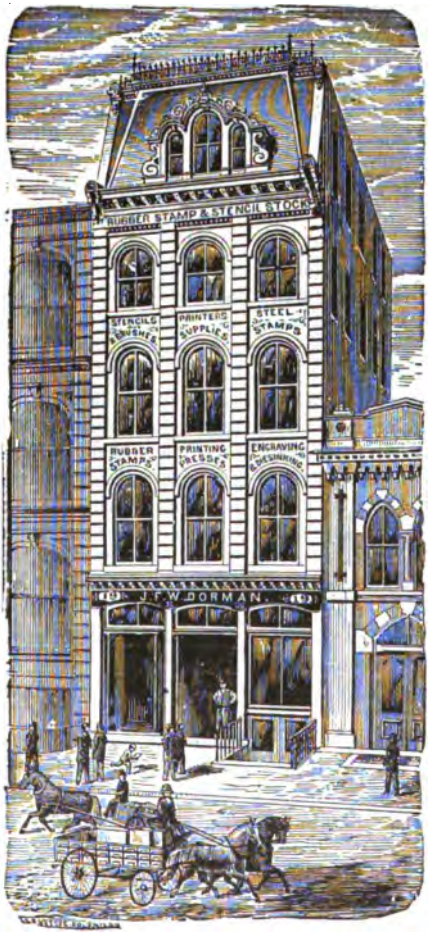
He personally manages the entire business of the firm; travels extensively through this country and Europe, and maintains the close and legitimate relations between the manufacturer of the fertilizers and the cultivator of the soil.

We are lawfully proud of this and other characteristic firms, who have given Baltimore the first prominence in this great department of trade and industry.

JOHN F. WESLEY DORMAN'S

Manufactory of Printing Presses, Rubber Stamps, Seal Presses, Stencils, &c.

This establishment is one of the most signal instances of success in Baltimore.



Mr. Dorman, yet a young man, was born in Gallatin County, Kentucky, and began here in 1866, on a limited scale to manufacture STENCILS at No. 95 WEST LOMBARD STREET. By hard industry he obtained a valuable custom and soon enlarged his business, renting the adjoining property where he made the dies and other tools for his work. To this he then added SEAL ENGRAVING and DIE SINKING.

About this time RUBBER STAMPS made their appearance in a very imperfect form, and for a limited purpose. He perceived their practicability in all kinds of business, and began to manufacture and improve them. He had to encounter all the difficulties of introducing a new article, but finally succeeded in demonstrating their value, until they are now in general use.

Mr. Dorman had now become fairly established in this new and important industry. His business demanding larger accommodations, he erected a FACTORY and WAREHOUSE, No. 19 German Street. This, he thoroughly equipped from cellar to garret, with the best machinery, and now prepared for a variety of work, added new branches of manufacture. Taking advantage of a demand which had arisen for PRINTING PRESSES, for counting rooms and amateur printers, he made a specialty of these, and now makes a large variety, from Miniature Presses to first-class Job Presses, and all Printers' Supplies.

In the cellar are the engine-room, blacksmith shop, and steam power-press; on the first floor the SALES-ROOM with an indefinite assortment of goods and material; the second floor is devoted to RUBBER STAMPS, most of the process, vulcanizing, &c., being done by steam, so as to insure the utmost evenness and accuracy; on the third and fourth floors, are the different kinds of machinery, lathes, drills, planers, milling machines, &c., for the manufacture of the printing presses; and the fifth story is used for finishing, adjusting and painting the articles, and preparing them for the Sales-room.

MR. DORMAN is not only the author of his own success, but of a department of trade new in this city, and will pass into its commercial history as its pioneer.

He has contributed a valuable part in the developement of our manufacturing interests, to which Baltimore must in the future mainly look, for its growth and increase of Capital.

CLARKE AND JONES.

Candy Manufacturers and Fruit Dealers.

This prominent and prosperous House was one of those who established and built up the Candy Industry in Baltimore.

JOHN G. CLARKE, a native of NEW MARKET, Frederick County, Maryland, came here a youth, seeking his fortune. He was for six years in the Retail Dry Goods Store of Samuel Bevan & Co., of which William H. Perkins was the managing partner; and for a short time afterwards with Robert McEldowney.

WILLIAM H. JONES, a native of Baltimore, having spent five years in the employ of Tyler Brothers, in their Cracker Factory, united with him in the project of manufacturing Candy. Both having received valuable business training, felt encouraged to undertake this new department of industry.

They constituted the firm of CLARKE & JONES, May 17th, 1852, and located in No. 20 LIGHT STREET; an historical site, having been the *Second Office* of the Baltimore and Ohio Rail Road Company. The trade was then in its infancy and chiefly local, and an appendage to other departments, as the Confectionery and Grocery.

The rapid growth of the City and Country, demanded a more particular classification of business, and these young men were satisfied that this would be erected into a separate interest, and they adapted all their energies and methods of enterprise accordingly. Putting themselves in the van, they were enabled to direct the increasing demands of the trade, and to aid in establishing the new industry on proper and safe foundations.

They began and have persistently adhered to the manufacture of *perfectly pure, simple* Candies, regardless of the competition of *fancy* and adulterated goods from Eastern and Western Factories From the time they began to the present, not a pound of adulterated candies, has been manufactured by them. Subsequently, they removed to No. 60 Light Street, where they remained until the NUMSEN BLOCK was finished in 1870, in which they had engaged their present Warerooms, and which was expressly arranged to accommodate their business. (See page 141.)

Since they began, the Candy manufacture and trade had wonderfully developed and extended. That of this House, comprises all kinds of pure, simple candies of plain and fancy shapes; Mediterranean Fruits, Nuts, Raisins, Canned Fruits and Vegetables, Crackers, Pickles, Jellies, &c., these latter articles in quantities to suit country and small dealers. Their outside correspondence extends throughout all the Southern States, and to other sections, where pure Candy is preferred to the mixed Candies of Western and other factories. They sell not only to the dealers in cities, towns and villages, but at the *cross-roads*, thus bringing Baltimore into close correspondence with every class.

Their facilities for manufacture of Candies, and supply of all the other goods handled by them, Oranges, Lemons, Dried Fruits, Nuts, &c., &c., are of the very best, and enable them to supply dealers, at the lowest market prices, with the shortest despatch.

CLARKE & JONES have exerted an important influence upon the general trade of Baltimore as well as on their special branch, and also upon our Agricultural and Stock-raising industry, by active participation in the cultivation of the soil, and raising of fine stock. Twenty years ago they purchased a large farm near Baltimore, on which Mr. Clarke resides, where he has given special attention to the JERSEY CATTLE, and has one of the best HERDS in the United States, recognized as among the few typical specimens we possess, which have repeatedly taken the Prizes at State Fairs. At the last Maryland State Fair, 1878, they took the *Herd Prize* and *four* others.

The Warerooms and Factory of Clarke & Jones, being immediately opposite to the Carrollton Hotel, and in the near vicinity to the others, and to shipping, are most conveniently situated. The position that this House occupies in the history of this Industry, and its relations to the City, are honorable to the partners and gratifying to the trade.

HURST, PURNELL & CO.

Importers and Wholesale Dry Goods & Notion Dealers,

Whose Warehouse we have represented on the opposite page, is one of the leading Houses of Baltimore, and has an interesting history, and exerts a large influence upon its trade. It was founded in 1831, by DENNIS H. BATTEE and JOHN HURST, the latter the President of the National Exchange Bank of Baltimore.

The original firm was BATTEE & HURST; this was succeeded in 1832, by Samuel M. Barry and John Hurst, as BARRY & HURST, who removed to the S. E. Corner of Baltimore and Liberty Streets, in CONGRESS HALL, so termed, from having been occupied by the *Continental Congress*, December, 1776. It was also distinguished from having contained many eminent firms, among which, was the Dry Goods House, RIGGS & PEABODY, (see page 434.)

HURST, PURNELL & Co. are thus associated with a most interesting event and locality in American history, as well as in that of Baltimore. BARRY & HURST continued until 1841, when Mr. Barry retired, and John Summerfield Berry became the partner, and the firm was HURST & BERRY.

They remained in *Congress Hall*, until 1850, when they removed to 241 W. Baltimore Street. To this period, the business had been conducted on a moderate, but successful scale, and the basis was laid upon which it has been prosecuted to its present extended proportions.

In 1857, both members retired, and the business and good will were purchased by WILLIAM R. and JOHN E. HURST, who constituted the firm of HURST & Co., and began at once to extend their trade, occupying the two Warehouses, 241 and 243 W. Baltimore Street. (Page 151.)

In 1863, LYTTLETON B. PURNELL, trained in the House, was admitted to the firm.

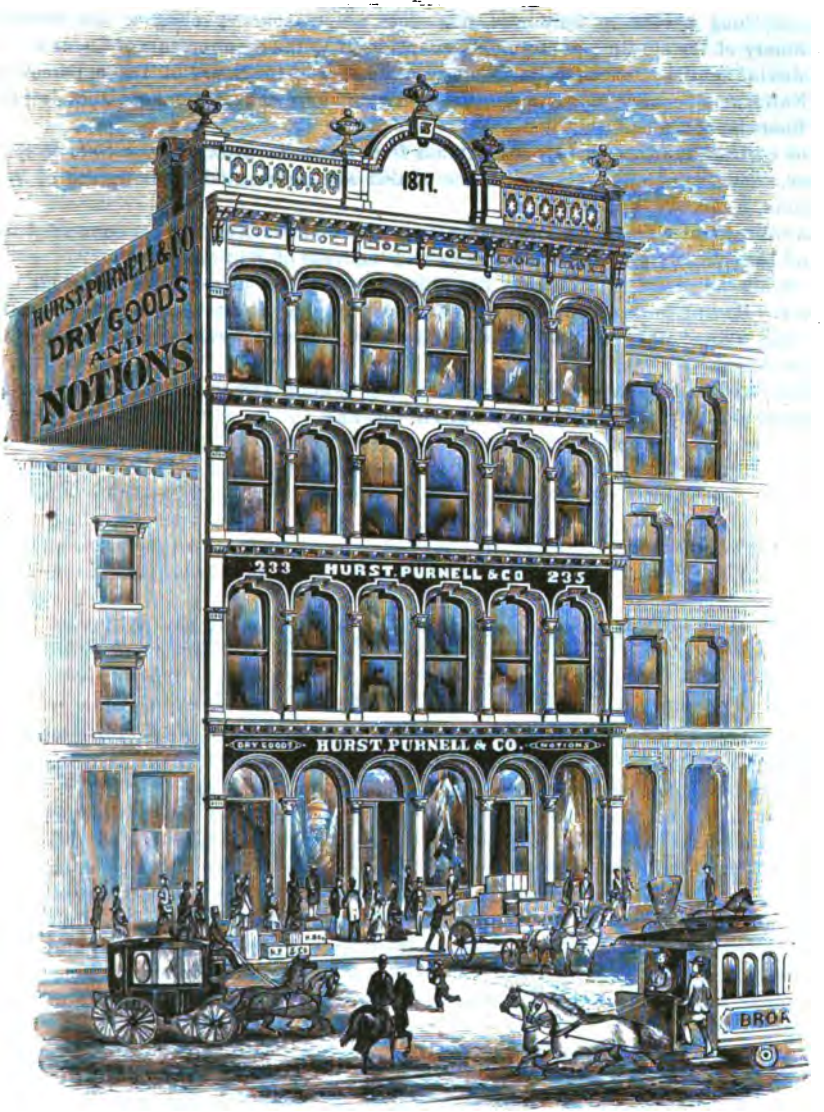
In 1868, WILLIAM R. HURST died, universally lamented. He and his brother, JOHN J. HURST, of the Boot and Shoe House of HURST, MILLER & Co., whose early deaths suspended their promising and useful career, had taken a strong hold upon the social as well as the commercial heart of Baltimore. Their memories are cherished by their cotemporaries in the trade, and the Congregations of Charles Street and Mount Vernon Place M. E. Churches, of which they were most active and useful members. (See page 66.)

After WILLIAM R. HURST's death, ALFRED MADDUX, in 1869, became a member of the firm, which was then changed to HURST, PURNELL & Co. In 1871, LLOYD LOWNDES JACKSON, and in 1876, WILLIAM E. CLARKE, were associated as partners. All of these were educated to the business in the House, and their merit and ability were thus promptly recognized by Mr. Hurst and firm, and as a result, they have added to their own trade, and given the city a valuable accession of efficient merchants.

In 1877, the Iron Warehouse they now occupy, Nos. 233 and 235 W. Baltimore Street, was finished. It is among the most elegant on the street. The interior appointments are commodious and complete, each floor being devoted to a separate department. The Basement is apportioned to *Domestic Goods*; the First Floor to *Prints*, *Dress Goods* and *White Goods*; the Second to *Men's Wear*; the Third to *Notions*, and the Fourth to *invoicing* and *packing*. *Freight*, and *Passenger Elevators*, communicate with all the floors, from Basement to Garret.

All the Departments are under the management of experienced buyers and salesmen.

While all the firm and employees have contributed essential parts, the success of the House is mainly due to its chief, who has given a demonstration of that species of enter-



HURST, PURNELL & CO.

Importers and Wholesale Dealers in

Foreign and Domestic Dry Goods

WHITE GOODS AND NOTIONS,

JOHN E. HURST.
LYTTLETON B. PURNELL.
ALFRED MADDUX.
LLOYD L. JACKSON.
WM. E. CLARKE.

233 & 235 Baltimore Street,

BALTIMORE.

prise, so long needed in Baltimore, that does not tenaciously cling to the worn-out machinery of the old times, but quickly adapts itself to the requirements of the new. He sustains influential relations to Baltimore, as a Member of the Board of Trade, Director in the National Exchange Bank, and in other corporations and movements, that improve our financial and social condition.

The correspondence of the House, extends from PENNSYLVANIA, to FLORIDA, and to the WEST, being especially valuable in the settled and substantial communities of West Virginia, Kentucky, and Ohio.

Its entire history and career are honorable to all who have been, and are connected with it, and have greatly aided to retain and extend the trade of Baltimore.

It is not necessary in an article like this to specify the different line of Goods they supply. Having the most experienced gentlemen buying direct from the Manufacturer, here and abroad, they keep a full list of the best and most popular Foreign and Domestic Goods.

They have made it a special aim to perfect their Notion Department, and are fully prepared to satisfy and gratify every want in this line.

SMITH, HANWAY & CO.'S

Patapsco Baking Powder.

It is eminently proper to Publish in our work, an article on this Preparation, which by the enterprise of the above firm, and especially the indefatigable efforts of WILLIAM P. CLOTWORTHY, the inventor and patentee, has come into general use.

When the PATAPSCO BAKING POWDER was first introduced, the proprietors of the other Brands that had so long monopolized the trade, paid little heed to it, especially as it emanated from Baltimore, which they did not regard as a rival to the great manufacturing cities of the North. It was not long however before they felt a decided change in the pulse of the trade. In the course of months a revolution occurred, and to-day, its sales exceeds those of any other *Powder*. This excited first their jealousy, then their animosity, then efforts to injure it. By every species of misrepresentation, by circulars, newspaper articles and legislation, they endeavored to create public prejudice and laws against its use.

Few persons are aware of the interest that attaches to this article of commerce and domestic use. It has excited more controversy and contention than almost any other article of daily consumption. In this the people are even more directly concerned than the proprietors of the Baking Powders. For *Bread*, properly styled the "Staff of Life," forms the basis of our food, and it is vitally essential that it be not only nutritious, but absolutely free from all injurious ingredients.

WILLIAM P. CLOTWORTHY, of the House of SMITH, HANWAY & Co., a native of Baltimore, formerly of CLOTWORTHY & FLINT, a well known Drug and Chemical House, directed his attention to the subject of *Baking Powders*. By many months of study, and a thousand experiments, testing all possible compounds, as to their lightening and dietetic effects, concluded upon that which is patented and owned by SMITH, HANWAY & Co., the *Patapsco Baking Powder*.

The point at which he aimed, was the retention of the carbonic acid gas in the dough, until *baking* began, then to have it gradually effervesce as the process continued, until it was all expelled. This is the great secret of *light* bread. The difficulty with all other powder containing *Cream of Tartar* and *Soda* is this: so soon as the acid and alkali are mixed in cold water, effervescence ensues, and nearly all the benefits of it are lost before the heat of the oven affects the dough. When *Cream of Tartar* and *Soda* are mixed together, after the ebullition of the Carbonic Acid Gas, *Rochelle Salts* are left as the result, in the Bread.

The PATAPSCO BAKING POWDER, by the expulsion of Carbonic Acid Gas, during the baking, is lightening the mass all through the process, and finally leaves behind, *Glauber Salts*, which every chemist knows is vastly preferable to *Rochelle Salts*. Furthermore, the quantity of soda and acid employed, is twenty-five per cent. less than in the other Baking Powders, and there is no danger of an *excess* of either, so as to affect the flavor of the Bread.

The process is always certain. The cook can rely upon it with absolute confidence, knowing that so soon as the dough becomes heated, the fermenting process begins, which will continue until the mass has risen to its utmost height. All the ingredients of this Powder are strictly healthful. The residue salts formed in bread being the very elements which give healing virtue to the waters of the most celebrated Sanitarian Resorts of Europe and America.

The indubitable proof of the success of the PATAPSCO BAKING POWDER is in the many imitations of it, that have been placed on the market, necessitating its protection by *Letters Patent*.

Mr. Clotworthy, after he had fully demonstrated the superior efficacy of his Powder, devoted himself to its introduction, and has travelled all over the country, pressing its claims upon dealers, until it now is sold and consumed in every State and Territory. One great advantage it possesses is that it can be sold in *bulk*; while other Powders are put up in bottles or packages, costing from twenty to forty per cent. more than it.

This was a serious blow to the other Powders, for the dealers found it more satisfactory to their customers and profitable to themselves, to buy in bulk and retail in quantities to suit; this being the first and only *Baking Powder* thus sold.

The enterprise of Smith, Hanway & Co., in their general Drug Business, and especially with their Baking Powder, has been of great advantage to Baltimore. They have carried our name and proved our commercial enterprise in all sections of the Country, and have greatly aided in extending our business intercourse.

We cannot close this article without referring to the effort made by New York Proprietors of Baking Powders, to induce the Legislature at Albany to enact a Bill, designed to prevent the Sale of the *Patapsco Baking Powder* in that State. When Mr. Clotworthy appeared before the Committee, he encountered the Proprietor of a competing *Baking Powder Company*, with paid and facile chemists, who gave an incomplete and even false analysis of the Patapsco Baking Powder.

His own testimony and analysis, supported by the careful tests and authority of PROFESSOR OGDEN DOREMUS, completely demolished their charges and theories; satisfied the Committee of their groundlessness, and defeated the useless and hostile Bill.

The whole scene and transactions before the Committee of the New York Legislature resulted in the vindication of the PATAPSCO BAKING POWDER, and by the consequent publicity, gave it greater prominence in the mind of the Public, as well as of the trade.

So well established has it become, and the demand for it is so great, that in different sections of the Country, large Companies are manufacturing Smith, Hanway & Co.'s *Cream of Tartar* substitute, on a *royalty* paid to them, which they are furnishing to various Baking Powder Companies.

The history and results of the Patapsco Baking Powder reflect great credit on our city, and its enterprising firm of SMITH, HANWAY & Co. BENJAMIN F. SMITH, of this firm, a native of *West Virginia*, where he was a successful merchant, came to Baltimore in 1866, and engaged in the *Petroleum Oil* business with ISAAC L. JONES until 1869, when he retired and formed a copartnership with W. A. Hanway, in the Wholesale Drug and Jobbing trade. MR. SMITH early established a reputation in his own and other commercial departments; and the House of which he is now head is a leading one in Baltimore, exerting a wide commercial influence and drawing a large trade to the City. He is prominently identified with important interests, social and religious as well as commercial. MR. HANWAY withdrew from the firm in 1879, and it is now composed of BENJAMIN F. SMITH and WILLIAM P. CLOTWORTHY.

The firm possess numerous testimonials as to the merits of the Patapsco Baking Powder, from Chemists, Bakers and Housekeepers, only two of which we select from the mass; those of the distinguished Chemist, PROFESSOR BENJAMIN SILLIMAN, and our eminent Physican, DR GEORGE W. MILTENBERGER, whose biographical sketch is on pages 555-557 of this book.

NEW HAVEN, MARCH 19, 1879.

MESSRS. SMITH, HANWAY & Co.,
Baltimore, Md.

Gentlemen.—I have prepared Baking Powder from the materials specified in your letters patent and find the bread baked therefrom in my own kitchen free from alum.

The ingredients in your PATAPSCO BAKING POWDER stand in such relation to each other as to do their work in the most efficient manner, and by their chemical constitution, no action occurs until a high degree of heat is reached in the oven. The housekeeper will therefore find your Powders more convenient than those which require haste in getting the batch in the oven lest it fall. For the same reason griddle cakes, made with your Powders may be mixed a long time before use, without loss of lightness. The mode of liberating the acid used by you is ingenious and I believe original as applied to Baking Powders. As it acts on the bi-carbonate of soda setting free the gas to raise the bread, and chiefly at a high temperature, it is peculiarly well adapted to do its work.

Your PATAPSCO POWDERS are in frequent and satisfactory use in my own family. I regard them as quite free from objection on the score of health as any other baking powder now in use, and superior in convenience and efficiency.

The objections expressed against your Powders are, I think, without sufficient reason. I shared to a certain degree in these objections, until I examined the subject in the Laboratory and by the practical experience of the kitchen.

Yours Respectfully,
B. SILLIMAN,
State Chemist for Connecticut.

BALTIMORE, JANUARY 11th, 1879.

MESSRS. SMITH, HANWAY & Co.

Gentlemen.—I do not see how I can add any thing on the subject-question, to the full and explicit opinions of Professors Wilson and Aikin, except to express my surprise that any chemist or other educated person could find any thing injurious in the powder to which you refer, or in its effects and results as used. Yours truly,

G. W. MILTENBERGER, M. D.
Prof. in Maryland University.

THE VARIETY IRON WORKS

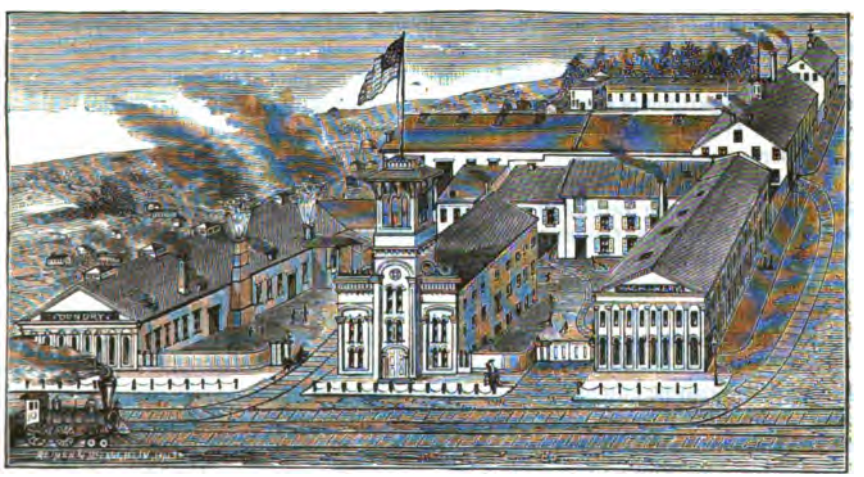
OF

Edward George Smyser, York, Pennsylvania.

It is perfectly accordant with the spirit and purpose of our Book, to represent these great Works at York, Pennsylvania, and we appreciate the readiness with which the present head and proprietor, consented to identify them with our exhibition of Baltimore, and to aid in disseminating a more correct and complete knowledge of our resources and industries.

Apart from the separate relations which MR. SMYSER and his Works sustain to Baltimore, those which have always subsisted between YORK and BALTIMORE, would abundantly justy a reference to its industries.

In the olden days, prior to Railroads, Baltimore was the chief trading point for York, and surrounding Counties of Pennsylvania, and valuable relations were then constituted, many of which are still maintained, though the direction and forces of trade have been greatly changed.



Through those former relations, intimate commercial and social intercourse was established, resulting in the accession to us, of many who have become most valuable to Maryland and Baltimore, as Capitalists, Merchants and Manufacturers.

If allowed to particularize names, we would mention JACOB TOME, of Port Deposit, (page 674) CHARLES W. SLAGLE, WILLIAM S. YOUNG; and GEORGE SMALL whose extensive Iron Furnace at ASHLAND, Maryland, and interest and influence in the NORTHERN CENTRAL RAILWAY, (see pages 291-800) are of incalculable importance to Baltimore; and he supplies the Market for Brazil, with at least 90,000 barrels Flour annually, from the CODORUS MILLS, belonging to the eminent firm, P. A. & S. Small, York, Pennsylvania, of which George Small is a leading member. There are others from that Section who are employing millions of dollars, in our commercial and industrial operations, and the main-

tenance of Railroad and Freight Lines over which a vast trade is brought to Baltimore. Some of these are influential Directors in our Banks and other leading Corporations.

A brief history of the VARIETY IRON WORKS, will discover how intimate is its relation to us, and its influence upon our Commercial situation. They were established in 1840, by Samuel Bectol and Dr. Alexander Small, under the firm of Bectol & Small, which continued until the death of Mr. Bectol in 1850. E. G. SMYSER, then became associated with Dr. Alexander Small, and the firm was changed to Small & Smyser. In 1863, Dr. Small died and Mr. Smyser became the sole proprietor, prosecuting the business under his own name, until he took his three Sons, George P., Henry M. and James A. Smyser, into partnership, since which, the firm has been continued as EDWARD G. SMYSER.

The Works, were founded on a very small scale, and as YORK was the centre of large Iron interests, where much Capital was invested in Iron manufacture, they were necessarily brought into competition with old and strong enterprises. Success however, attended all the early efforts, and a safe foundation was laid; Mr. Smyser, building on this with persistent energy and steady aim, has erected one of the great Iron Establishments of the Country, and he has long been recognized as one of the controlling men in the Iron Industry in the United States.

His business extends over the whole Country; in New York, one of the largest Iron and Architectural Houses, is supplied by these Works.

The original Works covered an area of only six thousand square feet, but the constant expansion of the business, necessitated frequent additions and improvements, until now, they occupy about one hundred and twenty-five thousand square feet.

A description of them is not necessary, but they are most complete in every respect as indicated by the accompanying cut.

The *facilities* for manufacturing all kinds of Machinery are of the best sort. The various shops and departments are arranged, and connected with each other by narrow guage Rail Road Tracks, so as to do work with the greatest despatch, and economy of expense and labor.

The character of the Works is implied in their name, VARIETY IRON WORKS. They turn out an immense variety of Iron material and machinery, as Builders' Iron of all kinds, Iron Buildings, Columns, Stair-cases, Window Caps and Sills, Rolling shutters, Iron Railings, Wrought Beams, Vases, Fountains, Iron Stable Furniture, Mill Work and Machinery, including their Rural Smut Machine.

If we should particularize any of these as specialities, they would be Architectural and Ornamental Iron Work, and Mill furnishing.

Now, as to the relation of Mr. Smyser and his Works to Baltimore. We find upon investigation, that he purchases *three-fourths* of the raw material and supplies, including the Iron, in this City; the latter of the ASHLAND IRON FURNACE, situated sixteen miles from Baltimore, on the Northern Central Railway, of which corporation GEORGE SMALL, is president. Mr. Smyser regards this Iron as the very best, for all purposes of his manufacture; and by being so large a customer, is contributing to one of our most extensive industries, and to the employment of our capital and laboring class.

In 1877, recognizing the growing importance of Baltimore, as a market for their productions, and having already an established trade here, Mr. Smyser located on the corner of Fayette and Charles Streets, a BRANCH HOUSE, which has just been removed to larger quarters, at No. 4 Light Street, under the personal management of his Son, JAMES A. SMYSER, who has permanently established himself in Baltimore. About *one-fourth* of his *Sales* are effected in and through this Baltimore Branch

THE MARYLAND LIFE INSURANCE COMPANY OF BALTIMORE.

The subject of Life Insurance has been so thoroughly discussed and explained, and its beneficial results so generally exemplified, that there ought not to exist any doubt concerning the wisdom and duty of every one to insure.

The whole question may be sifted down to this, death is an event that will over-take every individual without exception; the time is unknown, some one must take the risks; will it be the *individual*, or an *association* with its combined strength and mutual interests? Is it wisdom to assume *all* the risks of death *alone*, when I can get nine hundred and ninety-nine responsible men, to share them with me?

The only point left for the individual to decide, is the COMPANY in which he *will* insure. This is not difficult, for there are many Companies that are perfectly sound, responsible, and under the management of the most experienced and upright men.

Among these, it gives us pleasure to particularize THE MARYLAND LIFE INSURANCE COMPANY OF BALTIMORE. It is now in its FIFTEENTH YEAR, having been organized JULY 12TH, 1865.

During this period it has paid regular dividends annually, and to the heirs of its deceased Policy-holders, nearly a half million of dollars, without having contested a single claim, or having been in Court with any difficulty raised by a dissatisfied member or claimant. Its *Policy* is so constructed, as to allow the *insured* the utmost liberty, consistent with the security of the Company.

The *Financial management* of the Company, has been wise and successful. This department commends it to our own citizens and emphasizes its claim to their patronage; for a large proportion of its funds are invested in our State, City, and Local Securities, which we know to be safe and regular interest bearing. A most forcible consideration also obtains in the fact, that the *Premiums* as well as the death-claims, remain at home, and go to the support of our own people and institutions.

The condition and standing of the Company, and value of the securities comprising its investments, may be ascertained at all times, as they are examined and reported upon quarterly, by a Committee of the Directors, who are residents of Baltimore.

The COMPANY having by a careful, conservative course, established itself upon enduring foundations and built up a successful business, is enlarging the scope of its operations. Recently, WILLIAM H. BLACKFORD, Esq, of large experience in the business of Life Insurance, has been appointed *Manager of Agencies*; he is conducting his department with increased activity and has inaugurated movements and carefully digested methods, that are multiplying the Policies, and extending the Company's reputation and business in other States.

Our estimation of this COMPANY is seen in its frequent appearance on our pages, as 168, 182, 188, 241, 254, 429, 462.

The Officers of the Company remain unchanged. In this connection we call attention to the Biographical sketch of its President, at page 596.

The Company occupies its own *Marble Building*, No. 10 South Street. The Principal Floor is devoted to its offices, the Basement and Upper Floors are rented, thus being a source of revenue.

U. B. MUTUAL AID SOCIETY OF PENNSYLVANIA.

REV. JOHN A. SAND, 85 WEST FAYETTE STREET, BALTIMORE, MD. DISTRICT AND RECEIVING AGENT.
DISTRICT AGENT FOR BALTIMORE COUNTY, MD.

We direct special attention to the notice of the Society, which has grown to be one of the largest Insurance Association in the United States, whose beneficial effects are felt all over the land. Its management has been most judicious as well as successful; and though established under the auspices of the UNITED BRETHREN, has become widely popular outside of their organization, and many thousands among all sects and classes, are safely insured in it. J. A. SAND, its agent and representative in Baltimore, is an old Citizen, whose standing in the Church of which he is an useful and honored Minister, has given it great acceptance among us. (See page 568.)

This Society presents the following plan for consideration: The payment of *Eight Dollars* on application, *Five Dollars* annually for four years, and thereafter *Two Dollars* annually during life, with pro-rata mortality assessments at the death of each member of his class, which for Division A is as follows:

AGE.	ASSESSMENT.	AGE.	ASSESSMENT.	AGE.	ASSESSMENT.
15	60	32	79	49	1 24
16	61	33	81	50	1 29
17	62	34	83	51	1 42
18	63	35	85	52	1 50
19	64	36	86	53	1 62
20	65	37	87	54	1 70
21	66	38	88	55	1 80
22	67	39	89	56	1 92
23	68	40	90	57	2 04
24	69	41	92	58	2 16
25	70	42	94	59	2 28
26	71	43	96	60	2 40
27	72	44	98	61	2 45
28	73	45	1 00	63	2 50
29	74	46	1 06	63	2 55
30	75	47	1 12	64	2 60
31	77	48	1 18	65	2 65

Will entitle the member to a certificate of One Thousand Dollars, to be paid at his death to his legal heirs or assigns, whenever such death may occur.

The assessments for membership of Two Thousand Dollars benefit are double, and for Three Thousand Dollars triple the amount given in the above table, the assessments and annual dues always increasing in the same ratio as the benefit in a class increases. Assessments will not increase with the advance of age of a member.

A member, or his heirs, may name a successor who must be as young as, or younger than, the member to be succeeded, the admittance fee of whom is $8.00; but if the notice of the death of a member to the Secretary is not accompanied by the name of a successor, then the Society will put in a successor and fill the vacancy according to the regulations of the Society.

Should a member die before his four payments of Five Dollars each are made, the remaining unpaid part will be deducted from the One Thousand Dollars due his heirs.

A class is full when it numbers One Thousand Members.

This plan recommends itself to thinking readers for simplicity, equity and advantage. *Who would not provide* for his family at his death when it can be done so cheaply and without inconvenience or disadvantage.

Males and Females, from 15 to 65 years of age may become members.

Agents wanted everywhere. Call on or address J. A. SAND, BALTIMORE, MARYLAND.

D. S. EARLY, *General Agent*, Home Office, Ninth St. and the Railroad, LEBANON, PA.

The Officers are, JOHN STEHMAN, President; GEORGE A. MARK, Secretary; JOHN B. RAUCH, Treasurer; D. S. EARLY, General Agent.

HUGH BIRCKHEAD.

The City of Baltimore has been peculiarly fortunate in the character of those who were prominent in the formative periods of its history. From its earliest days to the first half of this century, may be considered its determining era, when the actions and influence of its leading men and governing classes, were shaping and giving permanent quality to its civic and commercial nature.

HUGH BIRCKHEAD, one of the noblest examples of this remark, belonged to that generation which connected the past with the present, a link in the chain of our progress, that should not be suffered to pass out of memory.

He lived in the transition period, when the country, through the accomplished agency of Railroads, Telegraphs, and other scientific and mechanical discoveries, was passing out of the Old into the New. A true representative of all that was noble, dignified in the past, he caught the spirit of the coming age, and ardently seized the agencies of future enterprise, to direct them into channels, that would best advantage his City and State. This was particularly manifested in the interest he took in the completion of the Baltimore and Ohio Railroad, to which we shall refer.

HUGH BIRCKHEAD, the eldest son of Dr. SOLOMON BIRCKHEAD, a distinguished citizen of Baltimore, and one of the corporators of the Union Bank of Maryland, and Baltimore and Ohio Rail Road, was born in CAMBRIDGE, DORCHESTER COUNTY, MARYLAND, September 6th, 1788. His father removed to Baltimore in 1796, where his children were reared and educated.

HUGH BIRCKHEAD having manifested a desire for business rather than professional life, was placed in the extensive Hardware House of GEORGE LINDENBERGER. The business not proving congenial to his tastes and views, he entered the Counting Room of HENRY PAYSON, in 1811, one of the most important Commercial Houses in Baltimore.

This was the determining step of his career, providential, though apparently self-assumed. It fixed the direction of his business career, and opened the path to those associations and connections, through which his influence was, and is, so widely and richly felt.

MR. PAYSON came to Baltimore in 1778, in the midst of the Revolutionary War, about the same time with a number of others who became the prominent men of the city, viz: Richard Caton, William Patterson, Robert Gilmor, Aaron Levering, Peter Frick, and others similar.

Mr. Payson was so well pleased with the character and ability of his young clerk, that he gave him an interest in the House, and the firm became HENRY PAYSON & Co. This continued until Mr. Payson withdrew in favor of his nephew Henry P. Sumner, and the firm became SUMNER & BIRCKHEAD. Mr. Sumner soon afterwards retired, and Mr. Birckhead associated with him CHARLES R. PEARCE, when the firm became BIRCKHEAD & PEARCE; this partnership lasted until 1850, when Mr. Birckhead retired, and his sons, James and Hugh, with C. R. Pearce, continued the business.

Mr Birckhead, as early as 1822, directed his attention to the South American and West India trade, and was one of the most influential in establishing the large intercourse, which since then has obtained between these Countries and Baltimore. His brother JAMES BIRCKHEAD had then taken up his residence in RIO DE JANEIRO, which was the occasion of his introducing correspondence with BRAZIL. He soon succeeded with energy and persistent purpose, in obtaining many and valuable correspondents, and became one of the largest exporters of Flour to, and Importers of Coffee from, South America and the West Indies, in Baltimore. His reputation for honorable dealing and despatch of business extended all over these countries.

The result of his commercial career cannot be estimated; the Coffee importations of Baltimore, which now exceeded those of Boston, Philadelphia and New Orleans combined, give an approximate value of his agency, in the early history of that trade.

MR. BIRCKHEAD did not confine his thought to his immediate commercial and family interests; he was very public spirited, and took active part in the support and encouragement of enterprises and efforts to advance the general welfare. He was prominent and useful, as a member of the Board of Trade, Director of the Bank of Baltimore over thirty years, and other corporations. He was one of the most zealous in promoting the exten-

Hugh Birckhead

sion of the Baltimore and Ohio Rail Road to the Ohio River, so as to secure our Western trade. It was on the excursion trip to Wheeling, on which he was an invited guest, that he contracted pneumonia, from which he died at his home, January 23d, 1853.

He was particularly regardful of young men; encouraging and aiding them in efforts for success and honorable position. Among these, JOHNS HOPKINS, was frequently heard to attribute much of his great success, to his timely influence and aid. During his life, as was his father, he was one of the most prominent and active members of St. Paul's Protestant Episcopal Parish in this city.

Mr. Birckhead's death was universally lamented in Baltimore. His character so pure, his influence so valuable, his life so exalted, made his untimely death a public calamity.

He married in early life Miss Augusta McEvers of New York, a lady of great beauty and accomplishments. He left at his death three sons and five daughters—Hugh, (deceased), James and Lenox, actively engaged in business in this city. Three daughters married respectively, Sally to HASLETT MCKIM, head of the New York House of McKim Bros. & Co.; Ella to WILLIAM H. MORRIS of New York, the grandson of Gouveneur Morris of New York, the signer of the Declaration of Independence; he resides in the old homestead built in 1784, in Morrisanna Manor, now included within the Municipality of New York; and Augusta to WILLIAM W. TAYLOR, President of the National Union Bank of Maryland, in Baltimore, to whom we have made brief allusion in our article on page 548.

JOSEPH HENRY STICKNEY.

Mining and manufacture of Iron have occasioned greater changes in the world than any other material agency. Its use is universal in the economy of mankind, commercial, industrial, scientific and social. Even a partial appreciation of this fact, enables one to understand the importance of those interests that are devoted to the production of a material so necessary to the wants and comfort of man. The Iron interest of Maryland dates its rise from an early period. Her furnaces were among the first established in this country. They were in full operation as early as 1715. In grappling for iron ore in the harbor of Baltimore recently, about twenty tons of Pig Iron were found in the river bottom near Fort McHenry, branded 1751. An ore of superior quality was discovered very early in our history, particularly in the district extending from the Gunpowder to the Patuxent Rivers. Previous to the application of the hot blast and the use of mineral coal for smelting ores, Maryland furnished a large proportion of the Iron for general purposes, and particularly for the Nail manufacture in the Eastern States, and other uses in which iron of a superior quality is required. As early as during the Revolutionary War, Maryland Iron was used for casting cannon.

Among those who have been instrumental in developing this great interest in Maryland and Baltimore, is MR. J. HENRY STICKNEY, who by persistent and comprehensive enterprise, has materially aided in giving wide celebrity to the Charcoal Iron of the State, through the furnaces, in which he was interested—principally that now known as the Stickney Iron Company's—and others of which his firm were agents, introducing and extending the sale of Maryland Iron to manufacturers, foundries and machine shops, from the Canadas and New England to the Mississippi River.

Mr. Stickney's record in Baltimore exhibits a constant, steady, though quiet advance amid all the vicissitudes of the period through which it runs. It is a remark of his, that if the aphorism, "happy is the country whose annals are uninteresting" were applied to individuals, the man of business should be the happiest of men; since his life is uneventful and exempt from the scenes and incidents that attract public attention, although not necessarily without its influence, and benefit to the community.

The interest in his career begins with the earliest New England history, his ancestors being among its first colonists. William Stickney and his wife Elizabeth coming from the Parish of Stickney, Lincolnshire, England, to Boston, where, according to the Records, they were members of the First Church, in 1638. Their Family Bible which they brought with them is still well preserved. His maternal ancestor was WILLIAM WARD, who came to America previous to 1689, and is of the same descent as General ARTEMUS WARD, the commander of the American forces at Cambridge until the appointment of General Washington. Mr. Stickney's great-grandfather, Judge Blodget, was the founder of Man-

chester, New Hampshire, the name having been given to the city subsequently by Mr. Stickney's father. The latter died when his son was only three years old, and was buried in King's Chapel burial ground, Boston. In the latter part of the last century, members of the family came to Baltimore, and Henry Stickney, an uncle, who subsequently removed to MOBILE, and erected there the first brick building in that city, was one of the Balti-

J. Hump Stickney

more *Fencibles* who defended Fort McHenry, and was sitting on the cannon with Sergeant Clemm, when the latter was killed by a ball from a British man-of-war. After him and another uncle, Joseph, who was in the navy in early life, but later a planter in Alabama, the subject of our sketch was named.

Mr. Stickney left the Hopkins Academy, Hadley, Massachusetts, to engage as an apprentice in a wholesale Hardware House in Boston. During the latter part of his apprenticeship, the question of establishing agencies for the sale of American Hardware as a distinct branch of business, was discussed in Boston. The rapid increase of Home manufac-

tures seemed to warrant the project, but the importers regarded it with an apprehension that it might interfere with their sales to those whom they regarded as their legitimate customers. However the trade—so called—finally gave their consent, accompanied with certain restrictions and injunctions, and agreed to extend their patronage to the Home agencies. At least four-fifths of the hardware sold, was then imported from England, while at the present, probably more than that proportion is of American manufacture.

Mr. Stickney having completed his apprenticeship, and become favorably known in the trade, formed in November, 1834, a partnership with Mr. N. E. Noyes, for the purpose of establishing an exclusively American Hardware business in Baltimore. The difficulties of this undertaking were much greater than would now be supposed, and it required the most resolute and persistent efforts. The manufacturers were scattered throughout the New England and other Northern States, and railways not being generally introduced, access to them could be obtained only by private conveyances, usually from such centres as Boston, Hartford and New Haven, single excursions occupying a week or more. As Baltimore was a smaller and more remote market, a larger number of agencies was necessary, in order to build up a successful business, than would have been required, for instance, in New York—consequently STICKNEY & NOYES represented probably more manufacturers than any other one House in the country. They were at times, agents for more than one hundred and thirty manufacturers, making sales or having accounts open in two thirds of the States of the Union, from Maine to Texas, and from Boston to St. Louis. If Mr. Stickney's career had stopped here, he would have accomplished a great work for his adopted city; for at an important period of its history, he formed commercial relations with Southern and Western Cities, and developed a new branch of trade which has since been vastly extended by others, to the great advantage of the city, as well as of those engaged in it.

About 1840, the uses of iron began greatly to multiply, in commercial and mechanical transactions, and Mr. Stickney anticipating the large prospective demands, gave his attention to the production and sale of Iron, as well as to the correlative subject of Cumberland Coal; being an owner in, as well as agent for several companies. There were then in Maryland, thirty-two Blast Furnaces, for two-thirds of which his firm was at times, in whole or in part, selling agents, and of two of which he was at one time the owner. They were agents also, of nearly all the Bar, Plate and Sheet-Iron Mills of the State, as well as of others in Virginia and Pennsylvania, In addition to that, they imported Iron and Heavy Goods, and were agents for leading Steel and Iron Manufacturers in England and Scotland, whose works Mr. Stickney visited in 1852–3. Thus in a few years, Mr. Stickney more than realized his early expectation, and fulfilled his purpose to become a leading wholesale merchant, and as such, he was recognized throughout the iron trade of the country, both among the Manufacturers and Dealers. During this period no one did more to extend the reputation of Baltimore to the South and West as a market for supply with reference to his particular line of business, and he established valuable commercial relations with those sections.

When the AVALON NAIL COMPANY was formed, he was chosen President and was largely interested as owner, until he sold his interest, a short time before the works were swept away by the flood of 1868. His name is prominently associated with the Stickney Iron Company, of which he was the President and principal owner. This Furnace, after repeated alterations, is of the most improved construction, and appears as one of the most conspicuous objects in the city, as approached from the water. [See page 208] More than forty thousand dollars have been expended in wharfing and dredging alone. The works have been continued in operation during all the fluctuations of the iron business, and the iron has an extended sale in the Eastern and Western States. It is an interesting fact that, while in the earlier years of their business career, the sales of the firm consisted

mostly of Eastern manufactures, after they turned their attention to iron and coal, the balance of trade, so far as related to their business, was turned largely in favor of Baltimore, their sales to one New England manufacturer, being seventy thousand dollars in a single year, a large amount for that period. Some idea of the extent and importance of the business to the State may be formed from the fact, (which Mr. Stickney mentions with a pardonable feeling of satisfaction,) that during the last forty years the firms with which he has been connected have paid to the Baltimore and Ohio Rail Road Company more than six millions of dollars for transportation, and have loaded more than six thousand vessels; and this, not with commodities passing through the city, but mainly with the manufacturing or mineral products of the State.

Mr. Stickney has been prominently connected with some of the leading corporations—a director in the Merchants' Bank for several years, and in other institutions. He has always evinced an interest in the public welfare and the educational advancement of the community. Being strongly impressed with the advantages of the township system that exists in the Eastern, Middle and Western States, he distributed five thousand pamphlets, throughout the State, explanatory of the system. He has also printed and distributed, at his own expense, some ten or twelve thousand pamphlets in different parts of the country, relating to Colonial and Congregational Church history. He has also given substantial evidence of his abiding interest in the history of his family by enclosing and improving the public square near the Church where his grandfather was the honored pastor for nearly half a century; and he is at the present time engaged in remodeling and rendering fire-proof Pilgrim Hall, at Plymouth, the repository of the relics from the Mayflower, and other objects of interest relating to Colonial history, in the custody of the Pilgrim Society, of which Mr. Stickney is one of the Vice-Presidents.

Mr. Stickney has been and is a large contributor to the agencies of the Christian Church. For many years as a member of the Franklin Street Presbyterian Church, he was most active in promoting its welfare, and likewise in the Congregational Church with which he is now connected. Deeply interested in the welfare of Canton Workingmen, he largely aided the Welsh Congregational Church in Canton until it was transferred to the Presbyterians.

Mr. Stickney's relations to CANTON, and its various industries have been very close and beneficial. In its early days the CANTON COMPANY'S Stock was largely owned and controlled in Boston, and Mr. Stickney remembers in his youth having heard his uncle, the late Hon. Pliny Cutler, who exerted a large influence in the affairs of the Company, express the most sanguine expectations for the future of Baltimore. The Stickney Iron Furnace has been and is one of the important interests of Canton—a large proportion of the disbursements being for labor—and it has aided in developing other interests in this part of the city. The agency of the Stickney Iron Company is continued by REED, STICKNEY & Co, the firm being composed of JOHN L. REED, WILLIAM HARVEY and GEORGE H. STICKNEY.

Though this review of Mr. Stickney's record is but partial and imperfect, it is sufficient to indicate the outlines of a career which has been fraught with benefits to the community in which he lives. His success has been the result of a course marked throughout by promptness to recognize and improve opportunities, a persevering industry and systematic fidelity in the discharge of duty, and characterized in all the relations of life by an unfailing integrity and the highest sense of honor. He has given a constant example of that self-culture and business-like application, which form the essential requisites of permanent success, and without which, no amount of opportunities can procure it.

In his individual and social life, as well as in his mercantile career, Mr. Stickney has given, to young men especially, an example which may serve to inspire and encourage them to adhere to the cardinal principles of an honorable business life.

ARTHUR PUE GORMAN.

Among the distinguished men whose career illustrates the advantages and peculiar glory of American republican institutions, the subject of this sketch, will occupy an eminent position.

The frequent rise of men from humble life to professional and commercial distinction by self-effort and noble toil, demonstrates the efficacy of our institutions, and shows that the gates to honor and fame are open to all alike who possess the ability and courage to enter therein. The accidents of birth, lack of early opportunities, and absence of fortune, interpose no bar to success.

ARTHUR PUE GORMAN, at the early age of 41, elected by the General Assembly of Maryland, to the position of U. S. Senator, furnishes a conspicuous example of this truth.

He was born in WOODSTOCK, HOWARD COUNTY, MD., March 11th, 1839. His parents were Peter and Elizabeth A. Gorman. His father descended from the North of Ireland Presbyterian stock, that has in the old country and the United States, always been the champion of the great principles of civil and religious liberty. In the Revolutionary war of 1776, it furnished many patriotic soldiers and able officers, and from it came a large number of our distinguished statesmen, and eminent merchants.

John Gorman, the grandfather, came to this country in 1784, settling in HARRISBURG, PA. He become engaged in the cattle business, trading between Harrisburg and Baltimore. Attracted by the situation and prospects of Baltimore, he removed hither and settled in "Old Town," where PETER GORMAN, the father of the Senator was born. Peter, possessed the sturdy characteristics of his race, and when a young man, became a contractor in the construction of the Baltimore and Ohio Railroad. His relations to the Road in this capacity occasioned his removal to WOODSTOCK, the birth place of SENATOR GORMAN. His wife, Elizabeth A. Brown, whom he married there, was the daughter of John R. Brown, Esq., whose family had settled in Howard county, then a part of Anne Arundel, in colonial days, and members of it served with distinction in the REVOLUTION and war of 1812. Three sons and two daughters, were born to them, the eldest of whom was Arthur P. Gorman. When he was six years old his father removed to a farm near LAUREL, still the Homestead and residence of Senator Gorman.

Peter Gorman was an active citizen, prominent in political affairs as an organizer and manager, and exerted a large influence. He was specially influential in State and national conventions to which he was repeatedly sent as a delegate, although by choice he was never a candidate for public office. He identified himself with the "Douglass Democracy," becoming a leader in its movements in this State. By reason of this, he was enabled to procure for Arthur a place as *Page* in the House of Representatives, in Washington, being greatly aided by General Hammond, the Representative from his Congressional District, and Gov. Wm. T. Hamilton, then a member of the House. Hon. Stephen A. Douglass, being a warm, personal friend of young Gorman, caused him to be transferred to the SENATE, and thence became his patron, and it was of this distinguished statesman, that he learned the early lessons of his political life.

We cannot conceive of a period in the history of the Senate of the United States, better calculated to prepare an observing and reflecting youth like young Gorman, for future statesmanship. The great sectional and constitutional questions then discussed by the ablest men of the nation, involved the whole theory of our government, and brought out every possible interpretation of our civil compact. They also revealed the causes or occasions of danger, and the sources of strength. With the personal instructions of the great Statesman of Illinois, Mr. Gorman was favored, and to his observant mind, gave promise

of future prominence and power. His interest in the lad induced him to receive him into his family as a member, and as he advanced, made him his trusted friend and confidential agent. Mr. Gorman so commended himself to the Senators, that he was successively and rapidly advanced to the positions of messenger, assistant doorkeeper, assistant postmaster and postmaster. In all these positions, he distinguished himself for his quick despatch of business and courtesy of deportment.

The intimacy of association in his family, enabled Mr. Douglass to appreciate Mr. Gorman's remarkably quick perception and calm judgement, and he made him a constant adviser. At his request he accompanied him throughout his famous campaign in Illinois, in which he was opposed by ABRAHAM LINCOLN for United States Senatorship. From

this time Mr. Gorman became completely identified with the Douglass wing of the Democratic Party. During the debate on the Kansas-Nebraska Bill, he was chosen on account of his consumate tactics and powers of physical endurance, to manage the voting strength of its friends, against the fillibustering efforts and dilatory motions of its opponents. His activity aroused enmity, and efforts were made to remove him. Charges were preferred, and according to the rules were submitted to Vice-President John C. Breckenridge, the President of the Senate, who decided that they were not sustained and there was no cause for removal. This exciting experience brought Mr. Gorman into still closer relation to the issues of the hour, and he with his father became actively engaged in the strife which was soon to convulse the nation with civil war.

PETER GORMAN, although not a member, was the recognized manager of the Douglass party at the Charleston Convention in 1860, which nominated Mr. Douglass for the Presidency. It was from this Convention that the Breckenridge Wing bolted, thus dividing the Democratic Party, resulting in the election of Abraham Lincoln, the secession of the Southern States and civil war.

The Gormans opposed secession and adhered to the Federal Government. Peter Gorman's character and influence had been so highly esteemed among the Southern Democracy, that Mr. Lincoln's Secretary of State, William H. Seward, requested him to proceed to Richmond to endeavor to prevent the Virginia Legislature from adopting the ordinance of secession. When he arrived there however, he was arrested and confined in Libby Prison. He was released by Govenor Letcher after the State Seceeded, and returned to Maryland. The excitement and confinement seemed to have affected his health, and he died the next year, 1862.

Although by the withdrawal of the southern members, the Senate passed into the hands of a large Republican majority, Mr. Gorman was retained in his position during the civil war, and his services were sought by committees when special tact and wise management were in peculiar demand. He was employed by the COMMITTEE on the CONDUCT of the WAR, to visit various points in order to obtain information; one of these embassies carried him to General Grant's Headquarters near Petersburg, Virginia, and he was present there at the time of the famous *Mine* explosion before that city.

After the close of the War he identified himself with the Conservative Union Men, and was one of the organizers of the Conserative Party in Maryland. His identification with that party, and his activity in its interest during the contest between President Johnson and Congress, caused the radical members of the Senate to make another effort for his removal, which was defeated by Senator WADE of Ohio, then President of the Senate. Realizing however, that his sympathy with the Conservative Party rendered the retention of his office undesirable, through the influence of Hons. Reverdy Johnson, Montgomery Blair and others, he received an appointment by President Johnson as COLLECTOR OF INTERNAL REVENUE for the Fifth District of Maryland, and he entered upon his duties September, 1866. His District was an extensive one, attended with many difficulties. When he assumed the office it was one hundred and fifty thousand dollars in arrears; when he relinquished it in 1869, this was made up and all his accounts adjusted, a complete settlement made within a short period thereafter, and he was highly commended by the Department.

Mr. Gorman, who had meanwhile been active in state affairs, was in 1869 appointed Director of the Chesapeake and Ohio Canal Company; and in the fall of the same year was elected with Judge William M. Merrick to represent Howard County in the House of Delegates for the session of 1870-2, and was re-elected to the next session, when he was chosen Speaker of the House. As a Director of the Chesapeake and Ohio Canal Company, he manifested his knowledge of its involved and perplexing difficulties, and in 1872, was chosen President. His masterly powers were soon displayed in its management, and what-

ever may be its ultimate issue from the difficulties and litigation in which it has been for many years involved, his administration will be acknowledged as one of the best it has ever had. He still holds the position, which he will resign to occupy his seat in the United States Senate. In 1875, he was elected to the State Senate from Howard County, to which he was re-elected in 1879. In that, he became at once the recognized leader, and he has employed his position for the benefit of his State, instituting and supporting measures for the removal of existing evils, for the increase of industry and revenue, and the adjustment of difficulties between the State and various Rail Road and other corporations.

His influence has for years been felt throughout the State, but as Chairman of the Democratic State Central Committee it has been most potent.

In the Legislature of 1880, the logic of events determined the choice of him for the United States Senate, and he was accordingly elected. From this high position, we may recall the country boy, going forth from the log school house, scantily supplied with the rudiments of education, to the humble position of a page in the United States Senate, and following him in the steps of his rapid ascent, we recognize that his rise is the result and reward of self-culture, persevering industry and the faithful discharge of every trust committed to his hands. Fidelity also to the underlying principles of personal character and political honesty has been the foundation of the career which is alike to his honor and that of his State; fidelity maintained in a period of lamentable defection from the high standard of political virtue that characterized the first half century of our Republic's existence.

Maryland can view with reasonable satisfaction the next session of the Senate of the United States, as it will contain a number of eminent sons, among whom are David Davis of Illinois, Samuel J. Kirkwood of Iowa, and Henry G. Davis of West Virginia, (see page 710). The latter is closely connected with our new Senator Gorman, both born in the same village, and sons of sisters, and both rising by their own efforts and valor, to seats in the highest council chamber of the nation.

BALTIMORE AND OHIO RAIL ROAD.

Throughout this work, we have kept prominently in view the relations of the BALTIMORE AND OHIO RAIL ROAD to the City of BALTIMORE.

We have shown that it is an integral part of the city and the chief factor of its growth, since its construction. Aware of the ignorance that obtains concerning the Road, its history, struggles, triumphs, and its vital importance to our City and State, we very carefully prepared special articles on its *history*, *progress* and *extensions*, which were submitted to the proper authorities, that they might be strictly correct and officially authenticated. These appear on pages 285, 286, 287, 288, 289, 290, 318, 319, 320, 321, 322, 323; and besides these, in our general History and Description of Baltimore

In the *Biographical Sketches* of those closely connected with the Road, from its origin to the present, viz: Philip E. Thomas, Alexander and George Brown, John H. B. Latrobe, John V. L. McMahon, Peter Cooper of New York, Chauncey Brooks, John W. Garrett, Henry G. Davis of West Virginia; and the article on the Consolidation Coal Company and other interests.

The folded Maps and Plates between pages 320 and 321, present more completely than a verbal description, *Locust Point*, its terminal arrangements, Elevators, Warehouses, &c.; the Railroad Hotels along the Route; and the *Chicago* and *Western Extensions*

Much that was foreshadowed in our former articles, has been realized; some of our predictions, based on what we knew of the purposes and ability of its administration, have been verified. But *our* view extended beyond what *has* transpired, to magnificient

results and possibilities, that are yet to be evolved; all of which will combine with those already attained, in pouring into Baltimore, resources from every quarter of the Continent, and carrying back the effects of her commercial and industrial enterprise.

We have always coincided with the estimate placed on this Road, by Baltimore's most successful merchant, whose faith in its ultimate stability, and prospect of its grand destiny, inspired him to aid in sustaining it in its darkest hours, by pledging, jointly with others, his own fortune, to carry it, with perfect honor, through its tempestuous periods; and as a last testimony of his confidence in the great resources and value of its judiciously organized property, and in the future of the Road, bequeathed all his interest, amounting to several millions of dollars worth of its stock, as the permanent endowment for the great institution founded by his will, viz: the JOHNS HOPKINS UNIVERSITY, thus constituting a new and not the least important link that indissolubly binds Baltimore and the Baltimore and Ohio Company together. He still further manifested his faith, based on long and accurate knowledge of the history, progress, system and possessions of the Company, by requesting and recommending to his Trustees that the investment should not be changed or sold; thus desiring, upon his own thorough understanding of the subject, and with his well marked sagacity and foresight, to protect the institution against the liability of a sale by those in whose charge he placed his magnificent Trust, when temporary fluctuations might cause timid or uninformed share-holders to rush into market and to sacrifice their stock.

The following is an abstract from the will of Mr. Hopkins on this interesting subject:

"I give, devise and bequeath unto 'The Johns Hopkins University,' a corporation formed at my instance, under the laws of Maryland, by certificate duly recorded among the Records of Baltimore County, my country place known as 'Clifton,' containing about three hundred and thirty acres, and all the shares of the Capital Stock of the Baltimore and Ohio Railroad Company, whereof I shall die possessed, and I recommend the said 'The Johns Hopkins University' not to dispose of the said Capital Stock, or of the Stock accruing thereon by way of increment, or dividend, but to keep the said stock and said increment, or dividend stock, if any, AS AN INVESTMENT; and I direct that the buildings, necessary for the purposes of the said 'The Johns Hopkins University,' shall be constructed out of the money dividends as they accrue on said Stock; and that the said University and the Trustees should maintain the said University, afterwards, out of its receipts from scholars, and out of the annual revenue derived from the devise and bequest hereby made, without encroaching upon the principal fund. And I further enjoin upon the said University, and the Trustees thereof, the duty of voting and representing the said Stock with diligence, zeal and perfect fidelity to the trust I have reposed in them, especially desiring that each and every Trustee thereof will abstain from all action which may tend to subordinate the Baltimore and Ohio Railroad Company to any political influence or management, and will, at all times, use his or their influence or power with the purpose of promoting its usefulness, and the value of the Stock of that Company, which I have hereby bequeathed."

We are gratified to add here, that JOHNS HOPKINS to whom we refer, was made fully acquainted with our work at its inception, and gave us his hearty and unqualified endorsement and encouragement, not by words only, but by *substantial patronage* from the commercial and financial concerns with which he was connected.

The correct and most impressive view of the Baltimore and Ohio Rail Road, is obtained from the MAP published with the Annual Report for 1878. There, the *location* of Baltimore and its relative position to all salient points of North America, from the Lakes to the Gulf of Mexico, and from the Atlantic to the Pacific Coast, appear in truthful and advantageous contrast to those of every other Eastern Coast City. From Baltimore, as a centre, whose radiating lines to all points are from 50 to 300 miles shorter than those of the other

Atlantic Cities, (page 831), the MAIN STEM of its great Road runs westward, parting into three Branches, to the South, West and North-West; penetrating and passing through the richest agricultural and mineral sections, connecting important cities and manufacturing centres with each other and us; traversing the Valleys of the Great Rivers abounding with exhaustless wealth, destined to reach the utmost confines of the continent.

It is not difficult to adjust the instruments of observation, so as to bring into the field of vision, beyond those that lie before us, viz: Chicago, St. Louis, Cincinnati, Louisville, Cleveland, Detroit, Kansas City, Columbus, Pittsburg; and South, Washington, Alexandia, Lynchburg, Danville, Atlanta; the present and future cities of Texas, Mexico, California, Oregon and Canada, as the *termini* of the *Baltimore and Ohio Rail Road*. Reasoning of the *future*, by the past and present, this is legitimate prophecy.

The present proportions of the Road, in addition to the WASHINGTON BRANCH, and the MAIN STEM to Wheeling, West Virginia, may be described as follows: The Parkersburg Branch; Pittsburg and Connellsville Rail Road; Chicago Division; Lake Erie Division; Central Ohio Division; Straitsville Division; The Washington City, Virginia Midland and Great Southern. By obtaining and controlling these lines, the Company secures to Baltimore the shortest lines to the West, Northwest, Southwest and South. This system, including the Ohio and Mississippi Railroad from Cincinnati to St. Louis, completes our advantages to the Mississippi River, and has necessitated the removal of the First Vice-President, JOHN KING, Jr., to Cincinnati, whose residence there and management, will be of immense benefit to the Road and Baltimore. The material and moral effect of this judicious management is already apparent. On the removal of Mr. King to Cincinnati, ROBERT GARRETT was elected Third Vice-President of the Company, and has entered upon his duties in Baltimore, while WILLIAM KEYSER continues Second Vice-President, in charge of his Department.

In junction with and across the Main Branches of the Baltimore and Ohio Rail Road, run other lines in all directions, giving BALTIMORE continuous connection with every locality, North, West and South, not only affording us sources of trade, but creating an identity of interest and feeling, that must redound to our benefit.

We have written of the great changes this Road has wrought in the trade and manufactures of Baltimore; of the vast and rapid increase it has been instrumental in producing in the COAL, GRAIN and OIL trade; in our importing, immigration and coastwise business; of its influence upon our FINANCIAL interests. There is not indeed any department of Baltimore's life, material, mechanical, social and ecclesiastical, that does not largely rest upon this Road. Every business man, every citizen of Baltimore, is directly concerned in its welfare, and not only so, but the STATE OF MARYLAND likewise. Those who in the past and present have antagonized the LEGISLATURE and public opinion to the Road, have pursued a senseless and suicidal policy. The agricultural and mineral worth of the State, the value of its farms and other lands, by the very policy which narrow, local prejudices have opposed, have been appreciated vastly beyond what would have been the case, without the Road.

It a source of gratification, that the differences so long existing between the Road and Legislature, have been adjusted, and cordial and co-operative relations have been restored, so that in future, the Company will not be harassed by the vexing difficulties that have hitherto been frequently raised.

If our voice could have influence with the representatives of our people in the Legislature and City Councils, we would say, rather than impose burdens on the Baltimore and Ohio Rail Road, give it a liberal franchise, even if the STATE, CITY and our great University were not large stockholders in it.

Our Bonds, our taxable basis, our Manufacturing Industries and Commercial operations, without this Road would contract to at least one-half the present proportions, and all

other interests dependent on them suffer accordingly. Other Cities and States have enfranchised corporations far less important to them, than this Road is to us, and thereby secured results inestimable to them; this is notably so, with New York, Pennsylvania, Brooklyn and Philadelphia. But the Baltimore and Ohio Rail Road does not ask this; the Company only reasonably expects the sympathy of our citizens and the co-operation of our commercial and agricultural communities, and the confidence of all in the wisdom of its administration so long attested by results, and in its sincere purpose of advancing our interests.

The Annual Report for 1879, which has just been issued, shows an improvement in al the departments of the Road.

The Report of the President is full of interest to every citizen; especially in that part wherein he shows the agency of the Company in inaugurating and sustaining of immense enterprises, that have augmented the commerce of Baltimore. Some of these we would not have had, without the efforts and aid of this Company.

President Garrett says, in reference to the BALTIMORE DRY DOCK, "although the commercial necessity and value of this work were generally understood—*i. e.* by the Navy and War Departments of the United States—and the merchants of Baltimore expressed much anxiety for its construction, yet after months of delay, it was found that the capital could not be procured without the aid of the Baltimore and Ohio Rail Road Company appreciating the value of the structure and its effectiveness in adding to the commerce of the Port, the Company determined to furnish the assistance required to insure its early completion." This will be on April 1st, 1880.

Mr. Garrett also advances unanswerable arguments for the construction of a Chesapeake and Delaware Ship Canal, to connect the Chesapeake and Delaware Bays, thus giving Baltimore a reduction of distance to the North Atlantic, New York and New England, of 200 miles, and this most important advantage for all the vast trade centering at this Port. He has been constantly insisting upon the wisdom of constructing this Canal as the most important and pressing necessity to Baltimore. The State and City, for the immense National interests connected with this enterprise, will do well to heed his counsel; and in view of the inestimable value to the country of this great Ship Canal, it should be constructed by the General Government.

At the election, JOHN W. GARRETT was unanimously elected PRESIDENT for the twenty-second time, under whose administration the Road has been carried through perilous periods, and is advancing in strength and proportions, far exceeding all previous predictions and expectations, (see his biograpical sketch, page 650).

Its age, its processes of growth, its extensions and far-reaching relations; the character and position of its government and stock-holders; its inseparable connection with the finances of the State and City, give it a peculiar status among Rail Roads, and render it perfectly substantial as a security, and exempt from the contingencies that are likely to occur in ordinary Rail Road corporations.

In 1877, the Company decided to establish EXPRESS Accommodations upon its lines, and organized the Baltimore and Ohio Rail Road Express Company, which has become in so short a time a cardinal branch of its business, to the great convenience and satisfaction of the public. Although this enterprise brought the company into competition with the old established and strong Express Companies, the results have fully justified the action of the *President* and *Directors*. One great advantage which the Company's Express has over others is, that the GOODS and PACKAGES are carried on every Passenger Train, and are under the immediate care of the Company's most trusted employees, while the other Express Companies do not have messengers on every train. Goods are conveyed to every point on the Line, Branches and Extensions of the Road, and the Company is responsible for their safe delivery.

WESTERN MARYLAND RAIL ROAD.

Though we have fully presented the general features of this corporation, on pages 844-5, its great importance to Maryland and Baltimore, justifies an additional article.

The bearings and possibilities of important enterprises, are seldom if ever, entirely appreciated at first. It is only by the development of relations they create to other interests, and the progress of events, that their extent and value become known. This is peculiarly true of the WESTERN MARYLAND RAIL ROAD. If the citizens of Maryland had conceived the real nature of the enterprise at its inception, it would not have been hampered by the difficulties through which it was compelled to struggle, and they who have heroically sustained it, would have enjoyed the encouragement and co-operation of every farmer in the State, and tradesman in Baltimore.

The Company realizing the necessity of having a thoroughly educated and practical civil engineer for its executive officer, elected JOHN M. HOOD, President, January, 1874.

MR. HOOD is a native of Maryland, born in Howard County. He had demonstrated his ability, in the construction and management of Railroads, and was accordingly chosen to take charge of this Road.

With the enthusiasm of youth, and the skill of the trained engineer, he entered upon the discharge of his duties, and it was not long before a decided improvement was manifested in every department of the Road. Mr. Hood comprehended the situation, recognizing at once, what has proved to be the fact, that the Western Maryland Rail Road is not antagonistic to other parallel lines, but penetrates a section of country contiguous to Maryland and Baltimore, and furnishes an additional communication with the West, by which the trade of Baltimore may be indefinitely multiplied, and great resources of the State developed, without interfering with these lines. He has endeavored to impress this upon the authorities and citizens of the State, and has raised the estimation in which the Road was held. His management has resulted in a most systematic and faithful discharge of duty on the part of the employees of the Company, and great personal popularity in the counties through which the Road passes.

Mr. Hood takes the sensible position, that it is the duty of a Railroad Company to accommodate the people, and encourage the industry of the country through which its lines run.

Realizing at first the absolute necessity of a tide-water terminus, he made it his chief purpose to secure this; which he accomplished by arrangement with the Baltimore and Potomac Rail Road Company and the Union Rail Road Company, through their Tunnels to Canton, see page 478.

During his administration, the Road has been wholly divested of the political complications with which it had unfortunately been troubled, so that it is entirely free from such embarrassment, and is exclusively managed in the materials interests of the State and City.

Mr. Hood is determined to make the Road, what it must ultimately be, a main trunk line, which will shorten all distance from Baltimore to Western entres, and restore the valuable trade we once possessed, and lost for the want of railroad facilities.

When he assumed control, the receipts were $218,000 annually; and though almost the entire period of his administration has been a time of unexampled depression, the Road has steadily improved, and the receipts are now $347,000.

In his administration, Mr. Hood has enjoyed the earnest co-operation of the Vice-President, Alexander Rieman, in whom the Road has always had a substantial friend; and the other Officers and the Board, by whose sympathy and counsel he has been sustained.

Directors—Samuel H. Adams, Baltimore; Joshua Biggs, Frederick County; Christian Devries, Baltimore; Daniel J. Foley, Baltimore; George M. Gill, Baltimore; George W. Harris, Washington County; E. G. Hipsley, Baltimore; C. W. Humrichouse, Washington County; John K. Longwell, Carroll County; Nicholas G. Penniman, Baltimore; J. Alex. Preston, Baltimore; Alexander Rieman, Baltimore; Edward Worthington, Baltimore County; John S. Harden, Secretary and Treasurer, Baltimore. Mr. John Welty of Washington County, who retired from the Board, September, 1879, had been connected with it from its organization, and has been one of the Road's most earnest and substantial friends, especially in its periods of trial.

The completion of the Baltimore and Cumberland Valley Rail Road, connecting us with Waynesboro, Chambersburg and Shippensburg, will greatly enhance the importance of the Western Maryland to Baltimore. It brings us nearer to that rich section of Pennsylvania, than Philadelphia, by 65 miles, giving continuous intercourse with all portions of Cumberland Valley, a region unsurpassed for beauty and resources. Rather than have any delay in the construction of this Road, the business men of Baltimore should build it themselves.

We have written of the attractions of the Western Maryland Railroad, in our former article, and it is not necessary to dwell upon them here. The view from HIGH ROCK, above PEN MAR Station, at the summit of the Blue Ridge, defies the power of description. Here, elevated 2,000 feet above tide-water, only 72 miles from Baltimore, we have spread out one of the most enchanting panoramas in nature. The view comprehends Shenandoah Valley in Virginia, Cumberland Valley in Pennsylvania and Maryland, and the majestic Potomac rolling between, while at the base of the mountains lies the exquisite valley of Antietam, with the beautiful little city of Hagerstown, nestling among its little hills and farms. These valleys and their commanding mountains are full of interest, being the scenes of some of the most tragic battles and occurrences of the late war.

The magnificence and healthfulness of the country, its agricultural, mineral, and dairy resources, the substantial character of the citizens, render this entire section peculiarly desirable for the investment of capital in farming industry and merchandizing, and the facilities afforded by the Railroad, are administered so as to fully accommodate both freight and passenger travel.

The Company has done and is doing everything to make the Road tributary to Baltimore and Maryland, and the success that has attended their efforts should give them the hearty co-operation of our citizens, and secure all the capital needed, to carry into execution the requisite extensions, and keep the Road constantly supplied with first-class passenger coaches and other necessary rolling stock.

It ought to be perfectly apparent, that a Road with its termini on the Potomac River, and the Chesapeake and Ohio Canal, and at Canton in the Harbor in Baltimore, is of incalculable value. Drawing from the mountains and valleys of Virginia, Maryland and Pennsylvania, their ores coals and timber; passing through a country unsurpassed for agricultural resources, and terminating in this great city, unequalled for shipping facilities, it offers opportunities for industry, commerce and investment of capital, that are exceedingly rare. Under the continuance of such management as the Road enjoys at present, it will become one of the leading lines of the country connecting the West and East.

JOHN A. HAMBLETON & CO.

Bankers and Brokers.

The Banking House of John A. Hambleton & Co. was established in 1865, by the brothers John A. and T. Edward Hambleton, sons of the late Thomas E. Hambleton, who was for many years prominently identified with the trade of Baltimore, and subsequently President of the Maryland Fire Insurance Company.

These gentlemen were themselves engaged in the Dry Goods Importing and Jobbing trade from 1847 to 1861; at the latter date, the war between the States interrupted their trade with the South, and they wisely determined to change their business. All departments of merchandizing in Baltimore, for two or three years after the war began, were attended with great risks and solicitude, and the Messrs. Hambleton directed their attention to the Banking Business, discovering in it a wide field of successful operation for intelligent enterprise. Accordingly they opened their Banking House in 1865.

They became active operators in the market; and while observing those safe rules that had always characterized the banking and brokerage business of Baltimore, they began to extend the scope of transactions, and made special effort to attract attention of the Great West to Baltimore as a place for favorable financial negotiation. By a free use of Circular Letters and Financial Bulletins, widely distributed, they commanded prominent attention to Baltimore, as well as to their own House, and thus infused increased activity in this market.

In 1872 they associated with them Thomas T. Smith, who was in July, 1878, elected cashier of the Bank of Commerce of Baltimore. In 1873 they occupied the Consolidated Building, 20 South street, (page 266.) They early gave attention to the negotiation of municipal and corporation loans, in which they were very successful. In these they largely relied and proceeded upon the counsel and expert investigations of their brother, Frank H. Hambleton, our distinguished Consulting Engineer, who was associated with the late Thomas Winans for sixteen years, and who was engaged with him in the construction of large Railroad and other Engineering enterprises in Russia and England. The legal adviser of the firm was their youngest brother, J. Douglass Hambleton, a young lawyer of great promise, whose career was early terminated by death. In 1877, they removed to their present quarters, in the building known as the Bonaparte House, No. 5 South street.

Their house is a complete Banking Institution, transacting all kinds of banking business, receiving accounts of Banks, Bankers, Corporations and Private Parties, making advances on approved collaterals, buying and selling on commission stocks and bonds in this and other markets, making collections, negotiating loans and dealing in exchanges.

Aside from their individual success, their active spirit and enterprise have been of great service to Baltimore. They have done much to raise it out of the restricted field in which it had been so long confined, and have brought into activity, capital at home and from abroad, giving many of our securities a reputation outside, that had purely a local demand.

The Hambleton Brothers are native Baltimoreans, and legitimately succeed to the Banking business, being the grandsons of Jesse Slingluff, one of Baltimore's distinguished citizens of the old House of BOHN & SLINGLUFF, originated in 1798, (page 463) he removed in 1814 to Frederick, now Carroll County, and became President of the Bank of Westminster. His son, Jesse Slingluff, is and has been President of the Commercial and Farmers National Bank of Baltimore for twenty-six years, (see page 477). The Slingluffs have been continuously identified with the highest commercial credit, with business and financial matters in Baltimore, to the present time.

We express not only our own, but general satisfaction, that a family of sons, native to our soil and reared among us, have attained eminence at home and reputation abroad, and have contributed an essential part to the advancement of Baltimore.

FRANCIS H. HAMBLETON,

Constructing and Consulting Engineer.

As Baltimoreans we indulge a reasonable pride in the possession of many sons who have become eminent as constructing and consulting Engineers, and have exerted a wide and useful influence in the scientific and engineering world. It is according to the "fitness of things," that the city which originated the first great Railroad in America, should furnish a line of proficient engineers to inaugurate and prosecute many great enterprises of the day. Our Latrobes, (see pages 707, 217,) Winans, Bollmans, 218,

Reeders, 589, Malstens, 671, Ellis S. Chesbrough, the famous Consulting Engineer of Chicago, and our Hambleton, who, by their inventive genius and constructive skill, have at home and abroad, performed a conspicuous part in effecting works that are of great value to manufacturing and commercial operations.

The subject of this sketch, FRANCIS H. HAMBLETON, is a native of Baltimore City.

His father was the late THOMAS E. HAMBLETON, and his mother, Sarah A., daughter of Jesse Slingluff, of Carroll County, Maryland, (see page 468.)

He received his academic training at St. Mary's College; early evincing a decided taste for mechanics, he was entered as apprentice in the Locomotive Shops of ROSS WINANS, Baltimore, and served for four years, passing through all departments of the trade. Mr. Winans and his son, THOMAS WINANS, who was associated with him, discovered and appreciated the superior skill of their apprentice, and when he had completed his course, constituted him their constructing Engineer during the building of their celebrated Cigar Steamer, Winans. She was built under Mr. Hambleton's superintendence, and made her first successful trial trip to Cape Henry in the Chesapeake Bay, 1859. This vessel was a cylindrical Iron Steamer pointed at both ends, and designed to overcome as far as possible the effects of the rolling and pitching motion of the sea, and possesses thereby great advantages of speed. She was also intended to be a formidable engine in naval warfare, invulnerable to shot and shell, and to act as a Ram in offensive engagements Mr. Hambleton enjoyed the best facilities for acquiring a knowledge of machinery and mechanical construction in the works of the Messrs. Winans. They were laviah in their expenditures for experimenting in construction and application of machinery. The nature and range of their experiments, gave him the largest scope for his own inventive skill, so that he became versed in every branch of engineering.

In 1862, THOMAS WINANS began building his *Cigar Steamer* in LONDON, and committed it to MR. HAMBLETON. He was there engaged upon it, adding improvements and experimenting with it for six years and a half, during which time, he attained a high reputation with English Engineers, and in 1869, was elected an associated member of the Institute of Civil Engineers in London.

From London, he accompanied Thomas Winans to Russia, where he was engaged in experimenting with various systems of laying rails on the St. Petersburg and Moscow Railroad, and also in designing marine engines and other machinery.

In 1870, Mr. Hambleton returned to Baltimore, to pursue his profession as a consulting and constructing Engineer. His reputation had preceded him. In 1874 he was elected a member of the American Society of Civil Engineers, and soon engaged upon important enterprises, such as the Water Works for the Cities of Indianapolis, Indiana; Staunton and Norfolk, Virginia. At the latter city, peculiar difficulties were in the way of the enterprise, and many plans had been suggested and abandoned. Mr. Hambleton overcame all the obstacles, and completed the works, which are among the most successful in the country, the Bonds of which are in demand at $118, par $100.

In 1874, he was chosen Engineer to the Commission appointed by the City, to recommend a plan for the Purification of the Basin. This plan of Mr. Hambleton's has since been brought into competition with some fifteen others, and was finally accepted by the Council.

In 1878, he was chosen by the CONSUMER'S MUTUAL GAS COMPANY of Baltimore, their Engineer. He built the splendid Works at Canton, which are said to be unsurpassed in their machinery and appointments. This Company is composed of some of our largest capitalists and most astute business men, and the appointment of the Engineer was made after the most thorough investigation, and the character of the works and success of the Company have fully justified the selection.

In a profession that enters most largely into the movements of the world, and on which the great enterprises of the day depend, Mr. Hambleton has risen to prominence, thus giving his native city a celebrity in the old and new world.

He is still comparatively a young man, with the probabilities of a long and useful scientific career before him, and doubtless will act an important part in many enterprises of engineering skill in the future.

WILLIAM T. WALTERS.

The early impressions and influences under which men begin life, abide with them, shaping their course and directing their energies and tastes.

Among the agencies which are permanently constructive, is that of the country and scenes of childhood and youth. Individual and national character is greatly modified or determined by these. Certain phases of character may always be predicated upon the geographical and physical aspects of the region in which men live.

The inhabitants of mountain regions and the plain, differ not so much by inherent dissimilarity, as by the influence of their respective homes and scenery.

That portion of Pennsylvania through which the Juniata River flows, is one of the most sublime sections of the world. Its matchless beauty, mountain grandeur, romantic valleys and traditionary associations, must make an abiding impress upon the young susceptible soul, and evoke its emotions of sublimity for permanent exercise through life. In this section WILLIAM T. WALTERS was born in 1820, of a sturdy Scotch-Irish parentage; his father was Henry Walters, a merchant and banker, and his mother, Jane Thompson, descendants of that hardy, honest race which emigrated thither from the North of Ireland.

Inheriting the firm, honest, irresistible determination of the Scotch, with the emotional, responsive nature of the Irish, he grew into youth under the powerful impression of this majestic country, fortified for the tough experiences of business life, and keenly sensitive to the beauties of nature and art. Perhaps one cannot be found, who possesses in more perfect combination, every staunch quality of commercial character, and all the elements of aesthetic taste.

His parents designed him to be a mining engineer, looking forward to the sure development of the coal and mineral resources of their section. They educated him accordingly in Philadelphia. On the completion of his course, he entered upon his profession, traversed on horse-back and foot, that wild mountainous region, while a mere youth.

Here long before the iron rail was laid, and the locomotive whistle reverberated round the mountain sides, he was acquainting himself with the marvellous resources of coal and iron stored in these hills and valleys, which his enterprise has since aided so much to develop and bring to this city.

This occupation and experience tended powerfully to develop his self-reliant spirit and quick judgment, which have characterized his entire commercial career.

His rare qualifications thus early manifested, were recognized by his friends, and he was placed in charge of a Smelting Furnace in Lycoming County, Pennsylvania, before he was twenty-one, where was made the first mineral coal iron in the United States.

He came to Baltimore in 1841, and engaged in the general commission business. At this time, an extensive produce trade was carried on between Baltimore and this portion of Pennsylvania, facilitated by the opening of the Tide-Water Canal to Havre de Grace, and the Baltimore and Susquehanna Railroad, (now the Northern Central Railway), in which he became a prominent operator. He made his impress at once upon the commercial community, and was accorded a leading position in the trade. Desiring a wider range for his enterprising spirit he formed a co-partnership in 1847, with Charles

Harvey, in the Foreign and Domestic Wine and Liquor Trade, under the firm of William T. Walters & Co., which became one of the principal houses in its line, in the United States, a position it has constantly maintained to the present day.

The firm is now composed of W. T. Walters and his son, H. Walters.

In regard to his business views, he is a merchant of large, comprehensive range. Fully appreciating the intimate relations existing between all branches of trade, and the corresponding results upon the whole, of success in each special department, he has always been quick and generous to encourage well directed efforts in every quarter.

With this in view, he has been one of the originators and chief supporters of lines of transportation, by sea and rail. He was President of the first Steamship Line between Baltimore and Savannah, and a Director in all lines connecting with Southern Ports; and immediately upon the close of the late war, insisted upon the re-establishment of those lines, and the organization of new ones.

His business course beginning about the time of the rise and progress of Railroads, he made their construction and management a subject of thorough investigation, especially as connected with the development and direction of the trade of the country. He became a controlling director in the Northern Central Railway Company, representing not only private stock, but the City and State. It was through his counsels with other directors of this City, that this Road has been made of late years, more tributary to Baltimore, by the arrangement of through lines to the Lakes and West, and the terminal facilities in the City and at Canton, (see page 448). To aid in the advancement of Southern interests, Mr. Walters has for himself and others, expended millions of dollars, in the purchase and extension of Railroads, in the principal sections of the South.

As a wise economist, regarding agriculture, the basis of commercial prosperity, he has liberally encouraged that, with its kindred branches of horticulture and stock raising. By the introduction and dissemination of valuable species, he has accomplished a great work for his State and Country. He introduced from France the celebrated Percheron Horse, remarkable for its strength, endurance, docility and economy in keeping. His contribution to the agricultural and horticultural exhibitions have been a main feature of their attractions. Thus in all possible directions Mr. Walters has sought to inspire the enterprise and advance the prosperity of his city, not satisfied with the accumulations of his large business, but making his own success tributary to the development of all other branches of trade and industry.

While thus seemingly immersed in commercial transactions, and stupendous enterprises throughout the land, he has not been unmindful of the poor and dependent classes. His heart and purse have always readily and liberally responded to human want and suffering. He is one of the regular and largest contributors to the Poor Association and other organized charities, and in addition to his contribution of money, he opens his superb Gallery of Art, the price of admission to which, he appropriates to the poor. (Note page 767.)

The true merchant is a liberal patron of the fine arts. Mr. Walters, endowed with a nice sense of beauty developed among the romantic scenes of his youthful life, began the culture and gratification of his taste very early, and spent a portion of his first year's profits in the purchase of the best paintings he could procure; yearly from that time, he has added to his collection the finest specimens of ancient and modern art. His tastes and studies in art have brought him into association with the best artists of the world, who found him a warm friend and generous patron.

Genius has always struggled with harrassing want, even in enlightened countries, and its creations have often been limited for the want of encouragement. Correggio received only forty ducats for his picture of "Night" (or Dawn), one of the chief attractions in

Dresden Gallery; such was his disappointment at this, and the small price he was paid for another of his great productions, he died soon after with grief.

Mr. Walters has sought deserving talent and genius, encouraging them by generous patronage, and has given vital succor to living artists, when that was most needed. While recognizing the grandeur of genuine works of art by the old masters, he has composed his Gallery entirely of productions of modern artists, to whose advancement and encouragement, his efforts have been entirely directed. It is in the living and progressive condition of art in our own epoch, that he has found his chief interest. Having observed one of Rinehart's earlier pieces of Statuary, he was impressed with its marks of genius. The artist was comparatively unknown; he sought him, and was so attracted by his simplicity of character and devotion to his work, that he sent him to Italy to prosecute his study, and there with others maintained him. To Rinehart's death, he was his most generous friend and patron, and to him, we are mainly indebted for the prominence of Baltimore's great Sculptor in the world of art.

With the co-operation of Severn Teakle Wallis, (see page 515,) he induced the State of Maryland to employ Rinehart to execute the splendid bronze sitting statute of Chief Justice Taney, now in position in front of the State House at Annapolis. "The Woman of Samaria," by Rinehart, in Mr. Walters' Hall, and his Monumental Figure in Bronze, over the grave of Mrs. Walters in Greenmount, are exquisite works—the last, a tender and beautiful tribute to the memory of her who had been the artist's sympathizing friend.

William W. Corcoran, our distinguished philanthropist, (see page 577), appreciating Mr. Walters' high attainment in art criticism, appointed him a trustee of "The Corcoran Art Gallery", (see page 360), the only one not a resident of Washington, and made him Chairman of the Purchasing Committee. He is also Chairman of the Art Gallery Committee of the Peabody Institute in Baltimore, and in these positions exerts a larger influence upon art criticism and the cultivation and development of art than any other one in the country.

His own GALLERY OF ART, in his city mansion, is now regarded without hesitation, the finest private collection of paintings in the United States, (see page 71). During his residence in Europe from 1861 to 1865, he became familiarly acquainted with the chief artists, and enjoyed unusual facilities for purchasing their best works. He has brought together here, the finest specimens of French, English, German, Flemish and American Schools.

One of the latest public enterprises in which he has interested himself is the SAFE DEPOSIT COMPANY, whose building is one of the most complete in the world, (see page 451)

Mr. Walters has always refused to accept public positions, though he served with great acceptability on the City's Finance Committee at a very critical period. His advice is often sought however by those who occupy representative places, who have great confidence in his judgment.

Though approaching his three score years, he is still vigorous and actively engaged in his great commercial affairs and matters of extended public interest.

[NOTE.]—Since this article was written, we have learned that the proceeds of Mr. Walters' exhibitions in behalf of the poor, in the Winter and Spring of 1880, amounted to more than fifteen hundred dollars.

CANTON COMPANY OF BALTIMORE.

The history and general characteristics of this Company are given on pages 281-85, 449-50 of this book. Its vast importance as a business and financial corporation to Baltimore justifies another article, directing the attention of capitalists and business men, to the opportunities it affords for investment, and commercial and manufacturing enterprise.

LOCATION.—Located in and adjoining the south-eastern section of Baltimore, it secures all the advantages which that section has been proved to possess, in respect to water-fronts, the topography of the land and railroad conveniences. For all purposes of commerce and manufactures, it has the choice of position over any similar corporation in the country, since Baltimore by reason of its harbor, climate, neighboring bituminous coal fields and short distances to all the trading and agricultural centres of the land, south-west and north-west, surpasses all other Atlantic coast cities.

DESCRIPTION OF PROPERTY.—The Company owns eighteen thousand building lots, regularly laid out, largely with graded and paved streets, and about nine hundred acres of farm and wood land, the whole constituting three and three-quarter square miles. It begins at the head of the BASIN, on Alice-Anne street, in Baltimore, and extends with a nearly continuous water-front to Colegate's Creek, and thence to Back River, seven miles east of the city, where it lays on both sides of the Philadelphia, Wilmington and Baltimore Rail Road. The water-front constitutes the entire eastern side of Baltimore's deep water Harbor, with available landings for the largest vessels along the whole shore. The length is thirty-two thousand feet, or a little more than six miles, one-eighth being within the city limits.

The building lots vary from one to three acres, and are subdivided to suit purchasers. These the Company sell on most favorable terms, or lease for a number of years with the privilege of buying at the expiration of lease. The Company pursues the most liberal policy with its patrons who comprise parties locating as business men or residents, within its domain, recognizing their interests as mutual.

Latterly the Company has given more attention to the improvement of Canton as a shipping and transfer port. There are three commodious Elevators, the third being itself a series of elevators, constructed on the most approved plan. These are surrounded by deep water, giving facilities for loading and unloading the largest vessels with great facility.

The Company have erected and will continue to erect, special warehouses for storage of commodities, such as coffee, sugar, tobacco, &c., &c.

A most important feature of Canton, is its railway communications. In the first place the Philadelphia, Wilmington and Baltimore Railroad, the only direct line between New York, Philadelphia and Baltimore, runs through the entire property, east and west, connecting Canton with all points north and east.

THE UNION RAILROAD, owned exclusively by the Canton Company, partially a tunneled Road, connects with the Pennsylvania lines in every direction at the UNION DEPOT on Charles Street Avenue, distributing its own lines all over Canton itself.

Into Union Depot, centre the Northern Central Railway, which connects at Harrisburg, Pennsylvania, with the Pennsylvania Railroad systems; the Baltimore and Potomac Railroad, connecting at Washington City with Southern Lines; the Western Maryland Railroad, that terminates at the extreme western border of Maryland, on the Potomac River, and on the Chesapeake and Ohio Canal, at Williamsport, a principal depot for

Cumberland and other coals of Maryland and West Virginia; the latter Road connects with the Baltimore and Cumberland Valley Rail Road, and the Hanover and Gettysburg Rail Road, extending to the great agricultural and mineral sections of Pennsylvania.

Thus CANTON, by means of all these varied Trunk line connections, has the advantages of direct communication with every State in the Union, furnishing an unsurpassed *maritime* port, for their cereal and other productions, iron, minerals, coals and other raw material; and a manufacturing centre for every department of industry.

The harbor and water front of Canton, give it facilities and a capacity, not possessed by any other locality on the Atlantic Coast, for ocean transportation. Attention is called to its superiority as a port for regular packet lines. The conveniences afforded by our Steam and City Passenger Railroads, and the crowded condition of the streets and wharves on the Basin, render it peculiarly desirable for Passenger Packets; and hence the OLD BAY LINE Company have located their Passenger Transfer Depot there, connecting with the Philadelphia, Wilmington and Baltimore Rail Road, and the Canton Line of City Cars. The day is not far distant, when other Steamboat Companies will follow their example.

The great number and variety of commercial interests and industries already successfully established in CANTON, show how well located it is for all the varied business enterprises of the day, and how wisely adapted to them, are the plan and policy of the CANTON COMPANY.

These enterprises comprise Rolling Mills, Blast Furnaces, Chemical Works, Oil Refineries, Oyster and Fruit Packing, Fertilizing Works, Sugar Refineries, Steam Saw Mills, Lime Burners, Copper Smelting Furnaces, Car Wheel Works, Furniture Factories, White Lead Works, Founderies, Machine Shops, Bridge Building, Planing Mills, Sash Factories, Stove and Hollow Ware Founderies, Gas Works, Car Works, &c., &c.

By the concentration of so much working capital and thousands of industrial people, CANTON has grown to be a city of itself, with a rapidly increasing and improving population.

The Officers and Directors of the Company manifest a true interest in the moral and educational welfare of its industrial classes; and have at various times made generous concessions on lots, for the erection of school houses and churches, and they foster healthy recreations, believing that these operate to the improvement of their general character.

Parties contemplating any new enterprise, and looking for an advantageous field, or desirous of changing their location, will on application by mail, receive a map of the Property, Reports, and such detailed information as they may request.

The Officers and Directors of the CANTON COMPANY are as follows:

President:
W. B. BROOKS.

Secretary and Treasurer:
WILLIAM W. JANNEY.

Directors:

Abraham B. Baylis, Banker, of New York.
Louis Von Hoffman, " "
James B. Colgate, " "
George F. Stone, " "
George S. Brown, of Alexander Brown & Sons, Baltimore.
William H. Graham, " " "
William G. Harrison, Pres. Union Rail Road, "
Charles Webber, Pres. German Fire Ins. Co., "
Walter B. Brooks, "

BALTIMORE AND HANOVER RAILROAD.

We desire to direct prominent attention of Capitalists, Shippers and Tourists to this Road, with a few considerations of its importance to the trade of Baltimore.

The BALTIMORE AND HANOVER RAILROAD COMPANY was organized under the General Railroad Act, passed by the General Assembly of Maryland in 1876. It connects the Western Maryland Railroad at Emory Grove, with the Bachman Valley Railroad, near Black Rock Station, in York County, Pennsylvania, on the State Line between Maryland and Pennsylvania.

A glance at the Map with Railroad connections, will reveal the vital importance of this Road to Baltimore. It constitutes with the Hanover Junction, Hanover and Gettysburg Roads, the shortest line into that marvellously rich agricultural and mineral section of Pennsylvania, whose trade in the early days, Baltimore almost exclusively enjoyed, which this Road, by the liberal concessions of the Western Maryland Road, can largely restore to us.

From Emory Grove on Western Maryland Rail Road, seventeen miles west of Baltimore, it extends twenty miles North, through Baltimore and Carroll counties, Maryland, to Black Rock Station, where it connects with the Bachman Valley Rail Road, eight miles in length, which in turn connects with the Hanover Junction, Hanover and Gettysburg Railroad, twenty-three miles to Gettysburg, Pennsylvania. Reference to the Map will show the importance of the Road in respect both to its local feature and connections with Trunk Lines. From Emory Grove to Gettysburg, the country is without interruption, productive and highly cultivated. Gettysburg is reached in about three hours from Baltimore, without change of cars. It is historic ground, and should be visited by every citizen of this country. It is one of the most remarkable battle-fields in the world, both on account of the results of the struggle of which it was the last decisive battle, and the commanding positions of the two great armies which engaged for three days in deadly conflict on the hills and plains surrounding the town. The whole battle-field can be comprehended in one view, from several elevated points. The *National Cemetery*, with its grand battle monument, commands one very fine view of the field, and an extended landscape of unsurpassed beauty. *Round Top* commands another, while several points on Seminary Ridge afford views of the battle-field from different points of observation. Each vies with the other in interest, and all together will afford a pleasing and instructive study to the Tourist, not to be obtained in any other locality.

The Company have a prospective connection with the Harrisburg and Potomac and the Reading Railroad, by means of a Bridge across the Susquehanna River, at New Cumberland, on completion of which, the most productive and thickly settled portion of Cumberland Valley in Pennsylvania will be brought within eighty miles of the City of Baltimore; and has designed an all-rail connection with the coal fields of the Schuylkill Valley, and the Lines controlled by that Company, and operated in its interest, extending to the Eastern cities, to the Erie Railroad, and to the great Lumber Markets at Williamsport, Pennsylvania, which has become the terminus of the Tide-Water Pipe Line.

The trade which will be received by this connection, will add largely, not only to the tonnage and revenue of the Road, but also to the trade of the city of Baltimore.

The Geographical location of the Baltimore and Hanover Railroad, lying about midway between the Northern Central and Western Maryland Railroads, in Baltimore and Carroll Counties, Maryland, in close proximity to Grist and Paper Mills, whilst following the Valley of the Gunpowder and its tributaries, will open for it a constant and increasing traffic. After leaving EMORY GROVE, on the line of the Western Maryland Rail Road, seventeen miles from Baltimore, the Road gradually ascends, running parallel with and

in close proximity to the Reisterstown and Hanover Turnpike, until it reaches the high table land, on which Hampstead is situated, and which divides the waters of the Patapsco River and Gunpowder Falls.

The altitude at this point is 890 feet above tide-water. The Road for a distance of eleven miles, traverses an elevated and healthy Ridge, crossing no streams and being contiguous to no water courses; thus offering rare and most desirable locations for summer residences, and resorts for citizens of Baltimore, who may wish to enjoy rural retreats during the summer months, not excelled in any other direction within a radius of fifty miles of Baltimore City.

By arrangement with the Western Maryland, Northern Central and Potomac Rail Road Companies, the Depots in Baltimore are Fulton Station, Pennsylvania Avenue, Union Depot and Hillen Street Station, and for freight, it has with the Union Rail Road, the benefit of tide-water terminus at Canton.

The Officers and Directors of the Company are:

A. W. EICHELBERGER,	President.
WILLIAM H. VICKERY,	Vice President.
L. F. MELSHEIMER,	Secretary.
R. M. WIRT,	Treasurer.

DIRECTORS.

STEPHEN KEEFER,	Hanover, Pa.
WILLIAM H. HOFFMAN,	Baltimore Co., Md.
CHARLES W. SLAGLE,	Baltimore City.
WILLIAM H. VICKERY,	" "
C. C. WOODEN,	Carroll Co., Md.
L. F. MELSHEIMER,	Hanover, Pa.

A. W. EICHELBERGER,

OF HANOVER, PA.,

President of Hanover Junction, Hanover and Gettysburg Railroads.

Our article on the Railroad of which this gentleman was one of the originators, and is President, suggests the propriety of recording our testimony to his useful services in the development of the interests of his section, and their value to the city of Baltimore.

Mr. Eichelberger was born in the year 1820, in Hanover, Pennsylvania. When he arrived at manhood, he took an active interest in the affairs of his town and county. Successful in his own business, he sought to advance the welfare of the community, and engaged in all well conceived enterprises designed to develop its agricultural and manufacturing industry.

So soon as the Railroads had demonstrated their practicability and value, he became deeply interested in them, and early advocated the construction of one through his section, abounding in wealth and attractions of every kind. He became immediately and prominently connected with Railroad affairs in 1853, and was elected that year, President of the HANOVER BRANCH RAILROAD. He has held this position continuously from that time, twenty-seven years, and consequently is the oldest Railroad President in the United States, in term of service. In this position, he was enabled to appreciate what his section needed to bring out its possibilities and resources, and he secured the construction of several important Branch Roads, running through rich localities, facilitating the shipment of the products of the farms, viz: The *Littlestown Extension*, Berlin Branch, Bachman Valley,

and latterly the Baltimore and Hanover Railroad. It was mainly through his influence that the Gettysburg Railroad was purchased, thus giving Baltimore a continuous Rail connection with that historic town, its famous battle field, and its productive region. By the above purchase, the Road known as the old Tape Worm, in which Thaddeus Stevens figured conspicuously, running from Gettysburg to the Western Maryland, on the Blue Ridge Summit, though unfinished, came into possession of the above Company. The Gettysburg Railroad has been consolidated with the Hanover Branch, and is now known as the Hanover Junction, Hanover and Gettysburg Railroad.

The two objects which Mr. Eichelberger has steadily pursued, (that are in fact one,) were the development of the country, and the welfare of the Roads. He determined to make the Hanover Branch Road, when he took charge, the best paying Road in the State. The evidence of his success was in the rise of its Stock from (par) fifty dollars to eighty-five.

We remind our readers, especially our business men, that all these Roads, under Mr. Eichelberger's administration, are operated in the interest of Baltimore. The article on page 770 shows how necessarily and intimately related to Baltimore, is all that rich grain and cattle producing section. In the olden days when farming was on a moderate scale, we derived a valuable trade from it; now that the improved methods and implements of agriculture have vastly augmented its productions, it may become through this Railroad communication, a source of great wealth to us. Mr. Eichelberger and the gentlemen associated with him, deserve the thanks of our citizens as well as their own, for their patient and persistent enterprise, in the construction and completion of these Roads.

Mr. Eichelberger has given an exhibition of that high-spiritedness, which ought to actuate every man holding public and representative positions. In very many ways, he has manifested his desire to advance public interests, and arouse the people to acts of self-elevation. He has also sought to encourage education and higher culture, by personal influence and expenditure of means.

His town, Hanover, has evidences of his liberal heart and hand; the handsome Fountain in the Public Square, being his gift, in conjunction with three other liberal citizens.

Having alluded on page 748, to the relations of York County, Pennsylvania, to Baltimore, and the valuable citizens it has given us, we can only reiterate what was there said, and express the hope that those relations will be more than ever fostered by the merchants of Baltimore, in response to the enterprise of her citizens in effecting the close connections of the Hanover Junction and other Roads.

CHARLES P. STEVENS,

OF MINNEAPOLIS, MINNESOTA, LATE OF BALTIMORE.

On page 195, the reader will see the engraving and notice of an establishment, which for a number of years was one of the principal factories in Baltimore, and was the result of the enterprise and industry of CHARLES P. STEVENS, a young business man, a native of, and peculiarly identified with our city.

Having closed his business relations with Baltimore and removed to Minneapolis, Minnesota, April, 1880, to begin a career there, we desire to follow him to the great North-West, with the hope and expectation that he will become one of the leading manufacturers and citizens of that great section, carrying with him the name and interests of Baltimore.

Baltimore has given to the West many sons, who have become prominent in every department of life and industry, and Mr. Stevens' untiring energy, active enterprise, and social characteristics, will undoubtedly add him to the list.

Minneapolis affords great opportunities for manufacturing industry, especially in Furniture, and Mr. Stevens, with his thorough knowledge of this department and business connections, will build up an enterprise that will soon be numbered among its most important establishments.

MINNESOTA, as a vast grain producing section, is of great importance to Baltimore; our transfer facilities, open harbor and geographical location, constituting it the best Atlantic Port for its grain and flour trade. It is well when we loose such active men, that we send them to sections, from which they return to us valuable results, through the correspondence they establish with our city.

As CHARLES P. STEVENS has been active and useful in our manufacturing interests, his brother, Francis P. Stevens, has been and is, in our political and civil affairs. As a member of the Bar, he stands high in professional and public esteem. As a member of the State Legislature, and the House and Senate, he has aided in effecting much wise and profitable legislation.

He was the author of, and presented the joint resolutions in the General Assembly, on the death of Reverdy Johnson, being Chairman of the Select Committee appointed for the purpose, (see page 417.) He has also, as Member of the City Council, done valuable service.

With a number of our leading citizens, he was active in inducing the Government at last to appropriate a sufficient sum for the New Post Office, greatly to the delight of our people, and the site has been selected on Monument Square and North Street.

As Charles P. Stevens was one of the earliest and most liberal patrons of our enterprise, we have given him this brief notice, to commend him to the citizens of Minneapolis and Minnesota, as he is most eminently worthy of their social and commercial confidence.

WILLAM WIRT CLARKE.

Importer and Agent for Manufacturers,

61 SOUTH GAY STREET, BALTIMORE.

We give special prominence to this commercial House, as distinctively a Baltimore establishment.

Mr. Clarke is a native of this City, the son of SHAMMAH CLARKE, who was associated with his brother ASHUR CLARKE, as Principals of a High School for young ladies, which enjoyed the highest reputation for fifty years, where a very large number of the most intelligent ladies of Baltimore Society received their education.

The Institution was located for many years on the site of the present Masonic Temple, adjoining St. Paul's Church, and subsequently on Saratoga street, in the rear of the Baltimore Athenæum and Mercantile Library.

WILLIAM WIRT CLARKE received his business training in the counting room of J. Henry Stickney & Beatty's Hardware House, (see page 749), and also in the House of Wilson & Brothers, St. Louis, Missouri, Hardware dealers, formerly of Baltimore.

Returning to Baltimore in 1867, he founded his present Commercial House, under the firm name of Clarke & Truscott, engaging in a General Commission Business, and has been a member of the Corn and Flour Exchange since that date.

The impetus which was given to the building interests of Baltimore after the late war, infused greater activity in the Cement trade, and gave rise to numerous experiments in the use of Imported Cements. MR. CLARKE was foremost in investigating the whole subject of Cements, and was soon recognized as an authority and a leader in the trade,

(having supplied the Foreign Cement from which the Artificial Stone Walks in all of our city squares, and on a portion of the Capitol Grounds at Washington, were made) The business rapidly grew, and the House became firmly established in the public mind, among the first in the trade. His success gave him the favor and confidence of the producers, American and Foreign, and he was constituted by many, their agent, representing nine manufactories.

His Home Agencies now, are of the Round Top (Hydraulic) Cement Works, Rosendale Cement, Calcined Plaster, Casting Plaster, Dentist Plaster, Agricultural Plaster, Whiting. He imports largely the English and German Cements, and is agent of the eminent Houses of the SILICATE PAINT COMPANY, CHARLTON, KENT, ENGLAND, and O. F. ALSEN & SOHN, ITZCHOE in HOLSTEIN, and is the sole importer of their goods in this market. He also deals in the French (La Farge) and Roman Cements and the French Lime of Sie. Of the many varieties of Cements he handles, we particularize the SELENITIC, a production of Maryland, manufactured under the English Selenitic process. Through his exertions this has become established in Baltimore, and pronounced second only to the English Portland Cement. Under all scientific tests, by experts and the United States Government, it has proved to be superior in adhesive and tensile strength to all American Cements.

The United States Government has adopted it for the Buildings of the War, Navy and State Departments in Washington, Government Buildings at Fall River, Massachusetts, and several other Buildings. Professor De Smedt, the Government tester, Lieutenant Colonel Casey of the United States Engineering Corps, and other officers, pronounce it the best for all cementing purposes, excepting the *English Portland*.

The United States Government Tests showed the following result:

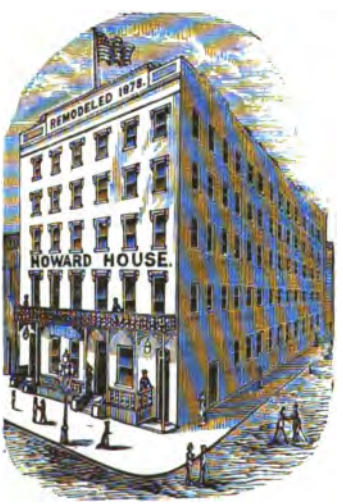
THE NORTON ROSENDALE CEMENT.

After 7 days,	- - - - - - - - -	104½ lbs. to square inch.
" 30 "	- - - - - - - - -	134 " " "

THE PATENT SELENITIC CEMENT.

After 8 days,	- - - - - - - - -	253 lbs. to square inch.
" 30 "	- - - - - - - - -	455 " " "

showing on the thirty days test, a difference of 321 lbs. to the square inch, in favor of the *Selenitic Cement*.



HOWARD HOUSE,

HOWARD and BALTIMORE STS.

BALTIMORE, MD.

Terms, $1.50 and $2.00 per Day,

ACCORDING TO LOCATION OF ROOM.

This House is most centrally located and convenient to all the Depots and Wharves.

SOLON FISHER, Proprietor.

GRAIN.

The rapid advance that has been made by the City of Baltimore in the GRAIN interest during the past *five* years, a period of extraordinary commercial depression, demonstrates beyond a doubt, that this must and will be a Port of commanding importance to the Grain Trade.

The provision already made for storage and transfer of Grain at Locust Point and Canton, our warehouses there and elsewhere, though more complete than any on the Atlantic Coast, are not sufficient for the accumulating receipts, and greater accommodations are being continually added. The storage capacity of the Baltimore and Ohio Rail Road Company alone, will, before the close of 1880, be equal to about 4,000,000 bushels of grain. The two great Railroads, the Baltimore and Ohio and the Pennsylvania Central, extending to all the grain producing sections of the West, terminating at these two points in our Harbor, in connection with their elevators and shipping, leave nothing in the way of facilities for quick transit and economical handling, thus accommodating all parties to the fullest extent, the producer in the West, the merchant here, and the miller and foreign buyer. At this Port there are no drayage charges, for the grain is transferred immediately from the cars to the elevator and vessel.

The business has from its very immensity, become an entirely distinct interest from the flour trade in Baltimore, and is relative to it, only, in that it governs to a great extent, the price thereof; and the remarkable advance which it has made since 1875, and notably during the past year, have attracted the attention of the civilized world. Not only has there been a wonderful increase in the amount of grain received, but the exports have increased proportionately during the past five years. Baltimore is evidently destined to be the leading grain port of the United States. Already our wharves and the harbor are crowded with vessels, awaiting cargoes of cereals for all parts of Europe, and while our receipts have been ample on all occasions, our means of transporting this wealth of our land abroad, have never failed us. The increase of the business during five years past, has demonstrated the necessity of very largely increased accommodations in the way of an Exchange, and the members are now actively engaged in operations looking to the erection of a Chamber of Commerce, which will contain a department devoted entirely to the Corn and Flour Exchange, and which will be ample in all the accommodations required by the wonderful increase in our receipts and exports of grain. The following tabulated statement will show the increase in this trade during the past five years, (see page 129.)

RECEIPTS OF GRAIN.

Bushels,	1875.	1876.	1877.	1878.	1879.
Wheat,	4,409,670.	8,935,264.	7,288,557.	22,017,120.	34,634,426.
Corn,	9,567,441.	24,500,272.	28,222,156.	17,907,108.	23,162,986.
Oats,	977,514.	801,243.	812,388.	1,052,046.	1,616,927.
Rye,	745,529.	111,401.	116,111.	59,631.	154,321.

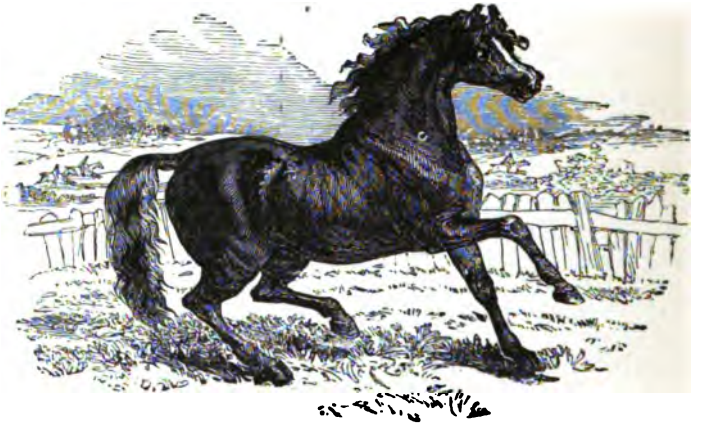
EXPORTS OF GRAIN.

Bushels,	1875.	1875.	1877.	1878.	1879.
Wheat,	2,134,049.	1,818,727.	4,538,741.	19,575,781.	32,138,624.
Corn,	6,761,293.	20,720,568.	19,425,751.	16,978,538.	21,333,385.

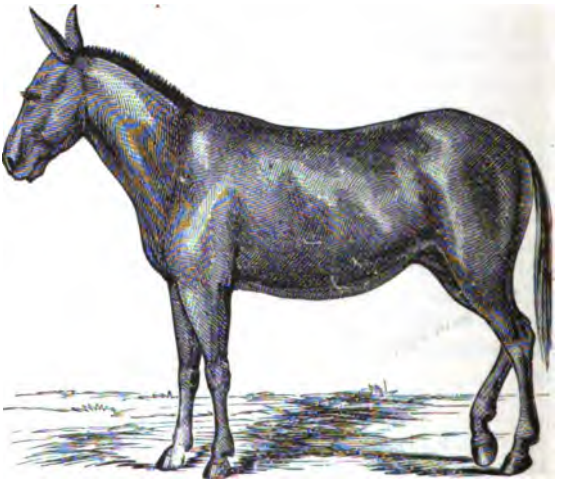
HORSES AND MULES.

(See Page 249.)

The trade in Horses, Mules and Cattle is an unmistakable indication of the agricultural and commercial interests. The two former are so essential to all operations in commerce and industry, that the market immediately feels the effect of any changes that transpire.



In the last few years, there has been a gratifying improvement in the receipts and shipments at this Port. The growth of our own industries, has created a much larger demand for draught Horses and Mules, and the Foreign Markets have drawn more largely on this country for the various kinds of stock.



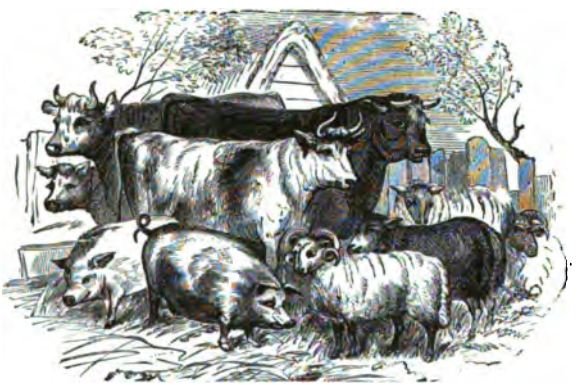
The majority of the Stock received here, comes from Maryland, Virginia, Pennsylvania, Ohio and Kentucky. The prices range from $75 to $200 for Horses, and from $100 to $150 for Mules. The principal Ports to which they are shipped, are DEMERARA, GUADALOUPE, MARTINIQUE, PORTO RICO, TRINIDAD, and other West India and South American Ports, and some to Europe.

A number of our leading Shipping Houses are extensively engaged in this trade, and are largely controlling the market, and offer the stock-raisers the best facilities and opportunities of realizing on their Stock. They reach every Foreign Port, at which there is a demand for American Stock, and with their facilities for transportation, offer unusual inducements to the country to make Baltimore the main Port of exporting.

CATTLE.

(See page 250.)

The receipts of Beef, Sheep and Hogs, as will be seen from the tabulated statement below have gradually increased during the past five years. The points from which they mainly come are Virginia, West Virginia, Pennsylvania, Ohio, Indiana, Illinois, Kentucky, Tennessee, and Missouri. They arrive by the Baltimore and Ohio, Baltimore and Potomac, Western Maryland, Northern Central and Baltimore and Hanover Rail Roads and on foot and by boat. They are sold to Baltimore Butchers, Country Dealers, Eastern Speculators, Shippers and Washington City Butchers.

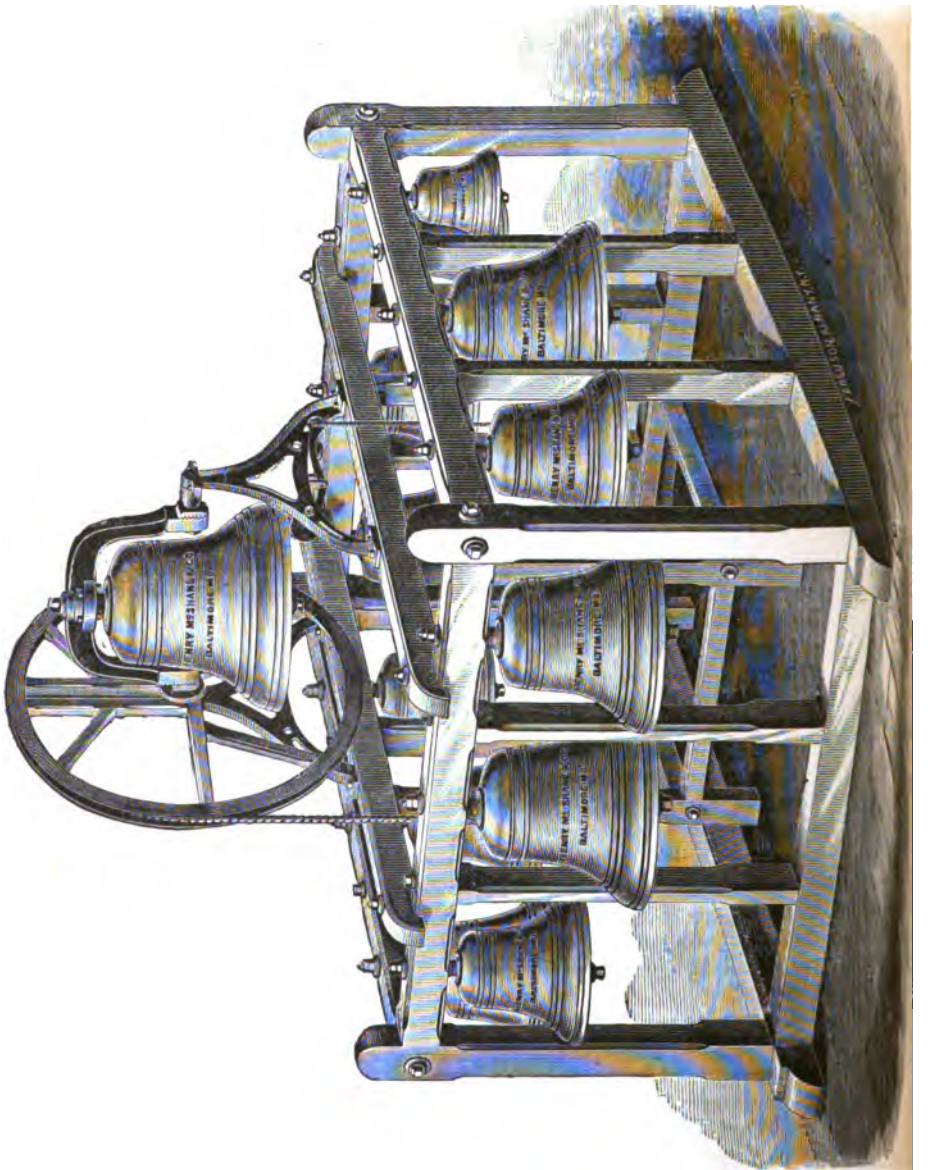


The European demand has greatly increased during the past few years, and Baltimore has enjoyed a good degree of the consequent prosperity. The Baltimore and Ohio Rail Road alone has carried during the year 1879, over thirty thousand tons in cattle. Our accommodations for keeping and shipping have been greatly improved, and are being constantly enlarged. The Baltimore and Ohio Rail Road Company have purchased about eight hundred acres—well-watered—seven miles from Baltimore, where the most complete arrangements will be made for keeping, resting and feeding Stock, preparatory to exporting. The Company will interest in this, those in the East and West most extensively engaged in the Live Stock Trade. A Line of Steamers will be established, partly by foreign capital, specially adapted to transporting Stock. These arrangements will make Baltimore without a rival in this trade.

The following statement shows the receipts for five years past.

RECEIPTS.

	BEEF.	SHEEP.	HOGS.		BEEF.	SHEEP.	HOGS.
1875,	113,379	174,610	265,028	1878,	118,514	243,816	266,824
1876,	110,894	223,213	258,095	1879,	127,286	265,784	271,818
1877,	114,632	218,419	264,132				



THE CENTENNIAL CHIMES.

Mrs. A. T. Stewart, of this city, has just bought the chime of bells that were rung in Machinery Hall during the Centennial Exhibition, Philadelphia. This is claimed to be one of the finest chimes in existence. It consists of thirteen bells, their aggregate weight being 21,000 pounds. They were made by Henry McShane & Company, of Baltimore, and took the medal and highest diploma of honor at the Exhibition. After being suitably inscribed they will be placed in the new Stewart Memorial Church, to be erected in Garden City. They will be dedicated some time next fall.—*New York World.*

Maryland Britannia, Gold and Silver Plate Works,

(SEE PAGE 477.)

HOLMES BROTHERS & COMPANY.

These Works were established in 1850, by WILLIAM HOLMES, from England, the *Pioneer* of the business in Baltimore. He was an experienced and excellent workman, and though he began on a small scale, the superiority of his goods were soon recognized. Through many difficulties he succeeded in establishing a Factory with all the machinery and material for making all varieties and styles of goods, in the face of the strong competition of the great Eastern Factories, and the seemingly determined disposition of our dealers not to patronize home industry. For a quarter of a century, he had been diligently at work, during which his sons were educated in all the departments of the art, and in 1876, they succeeded him in the business.

Mr. Holmes began on Pratt Street, near the Bridge over Jones' Falls, subsequently occupying a more central location. The Works are established at 187 N. Holliday Street, where the present firm have skilled workmen and complete machinery, enabling them to compete with the best manufacturers in the north. Every article either of Plated or Solid Ware is guaranteed, which is very important now that multitudes of goods are in the market that by reason of a superficial finish deceive the customer.

The firm consists of his two sons—Robert F. and John Henry Holmes.

This home enterprise ought to receive the liberal patronage of our dealers and citizens, and be appreciated as one of the important and necessary industries of the city.

GLEN WHITE COAL AND LUMBER COMPANY,

Kittanning Point, Blair County, Pennsylvania.

This Company is the miner and shipper of the White Ash Coal of the celebrated MILLER VEIN. For many years, the richness and abundance of this vein were not fully known, and it was comparatively little worked. Under the Presidency of JACOB H. TAYLOR of Baltimore, the vein has been more thoroughly developed, the interests of the Company advanced, and its business prosecuted, until it has taken a high position among the coal corporations.

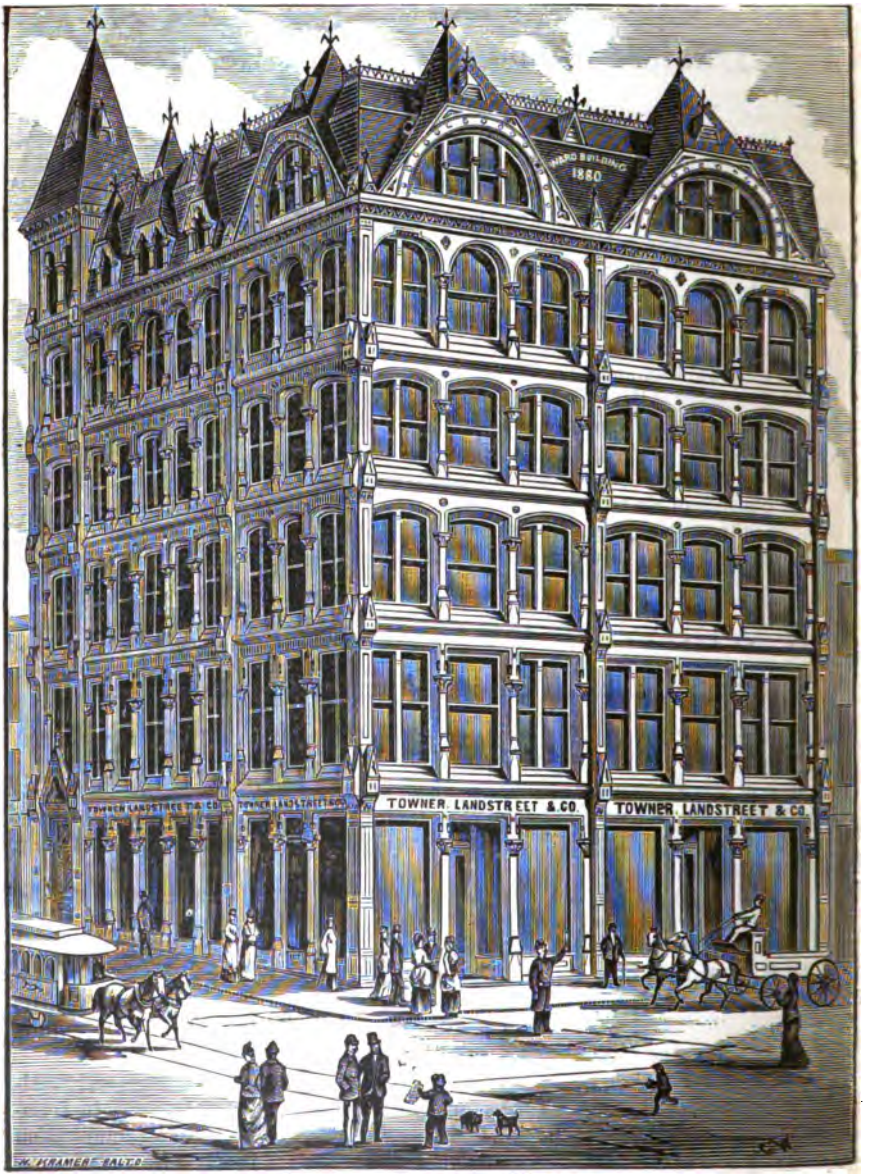
The coal of this vein, has proved to be the very best quality for the manufacture of *Coke*, and is now largely used for that purpose; in consequence of which, this Company supplies some of the largest manufacturing establishments in the country, among which are Poole & Hunt's, Pope & Cole of Baltimore, Baldwin Locomotive Works, and Cambria Iron Works of Pennsylvania. Its reputation extends to Europe and is being used there. Its value in producing steel has been demonstrated to such satisfaction, that it is now employed in making the *Bessemer Steel*, and the demand now exceeds the supply.

This Company is mainly a Baltimore Institution, its Directors, Stockholders and President being residents of this city. The Company does a very extensive business in Lumber, having the best facilities for making and shipping it. The Railroad communication is by the Pennsylvania Central, at Kittanning Point, where the junction is.

The great success of the Company is due to the management and energy of its President, who has by it, reconstructed and built up an important corporation operating in another State, and adding to our trade with other parts of the world.

GOODYEAR'S RUBBER HOUSE,

N. E. Cor. Charles and Baltimore Streets.



TOWNER, LANDSTREET & CO.,

224 and 226 W. Baltimore Street.

JNO. F. TOWNER. EDWARD LANDSTREET.

TOWNER, LANDSTREET & CO.'S

Goodyear Rubber House.

The India-Rubber business, one of the most recent developments in the commercial world, has an interesting history. Rubber was first made known by La Candamaine, a French philosopher, in 1730, who was sent to Peru by his Government. In 1770, it was sold in Paris, only for rubbing out lead pencil marks, and hence the name India Rubber. About ten years after this, it was applied to various other purposes, and was sold in England at a guinea an ounce. From 1824, it was made the subject of scientific investigation, and efforts were made without success, to prepare it for general use, until CHARLES GOODYEAR of New Haven, Connecticut, began in 1834, a long series of experiments, which after years of patient investigation and heroic suffering, resulted in his invention of *Vulcanising* the Rubber, for which he obtained Patents from the United States, England and France; the first patent having been issued June 15th, 1844. He organized the Naugatuck India Rubber Company in 1845, and then began a successful manufacturing business, which was transferred in 1848 to the Union India Rubber Company. To CHARLES GOODYEAR belongs the credit of the discovery of the process by which Rubber is prepared for its unlimited uses.

In 1840, the business was regularly established in Baltimore by H. B. Field & Co., at 219 West Baltimore Street; they experienced many of the difficulties that environ new branches of industry, but by enterprise and the growing appreciation of the public they met with encouragement.

They were succeeded in 1849, by E. M. PUNDERSON & Co., and they in turn in 1860, by WILLIAM S. MAXWELL, (see page 167). Up to this period, the business was limited; it was in somewhat of an embryonic state, and the commercial and domestic world were literally feeling their way, to the almost infinite forms and variety in which Rubber is now employed. EDWARD LANDSTREET, a clerk of Mr. Maxwell's, grew with the business as it developed, and proved himself so competent that he was associated as partner, and at Mr. Maxwell's death in 1876, became the sole manager of the House, the trade of which had become widely extended. Mr. Landstreet is the grandson of John Landstreet, one of Baltimore's distinguished merchants of the past, a native of Amsterdam, Holland, of Huguenot parentage, trained in the house of William W. Taylor,* and afterwards associated with Robert A. Taylor, as Taylor & Landstreet, and the head of John Landstreet & Sons. The proportions to which the business had grown, and its future possibilities required large capital, and John F. Towner, formally of Brooks, Towner & Co., (see page 580), furnished the necessary amount, and the firm in 1876 became TOWNER, LANDSTREET & Co., as it exists at the present.

Thus thoroughly organized with abundant capital and trained enterprise, the firm determined to enlarge their correspondence, and secure a position of commanding influence in the trade. By generous advertising and extensive travelling, they succeeded quite up to their expectations, and their correspondence now extends over the Southern and Western States, and is daily increasing. Their old quarters at 217 and 219 West Baltimore Street having become too contracted, they have leased accommodations, 50 feet front, in the NEW WARD BUILDING, on the north-east corner of Charles and Baltimore Streets, the cut of which appears on page 780.

The immense increase of this industry may be appreciated, from the single department of Rubber Shoes. In 1825, only a few hundred pounds of Rubber were imported; in 1874, the amount was fourteen millions seven hundred and forty six thousand one hundred and ninety pounds, and in 1877, six millions seven hundred and fifty thousand pairs of Rubber Shoes and Boots were sold at the regular trade-sale in Boston, and upwards of seven millions in 1879.

*See Page 463.

When in addition to this, we consider the other uses of Rubber, in mechanical and manufacturing employments, commercial, scientific and domestic affairs, the amount consumed appears enormous. And this shows the importance of a house like TOWNER, LANDSTREET & Co. to the community; for there is scarcely a branch of trade that is not directly benefitted by its operations.

Our space does not admit of a classification of their Goods. They consist however of a complete assortment of every article manufactured of Rubber, either in this country or in Europe, for use in factories, agriculture, commerce, the arts and sciences, for personal wear, on railroads, for the household, toys, articles of virtu, &c.

The success of this House, and its position among the mercantile establishments of the country, are an occasion of gratification to our citizens, who are desirous of seeing Baltimore attain the highest reputation among our great cities and centres of trade. This House is now the largest Rubber House South of New York, and supplies all classes of dealers and consumers, from the largest to the least.

COFFEE.

See page 116.

While the trade in Coffee has not advanced regularly during the past five years comparatively with other interests, there has been a decided advance especially in 1879. The improvement last year over the year previous has been both in receipts and sales. In 1878 there was but little imported into Baltimore during the first six months, but owing to a large number of steamers and sailing vessels being attracted to this port for grain, for export to England, during the last half of 1878 and 1879, the imports were much larger, as these vessels took cargoes from England to Rio, and brought Coffee from there here, and then returned to England with grain. The following statistics will show the details of this important commercial interest during the past five years.

RECEIPTS.

1875.	1876.	1877.	1878.	1879.
Bags, 441,951.	475,787.	513,958.	481,184.	531,401.

SALES.

1875.	1876.	1877.	1878.	1879.
Bags, 505,817.	426,649.	476,135.	490,949.	512,011.

It may be of interest to note the total receipts and sales of Coffee during the past two years in the whole United States and compare with it Baltimore's proportion.

RECEIPTS AND SALES IN UNITED STATES.

1878.		1879.	
Receipts.	Sales.	Receipts.	Sales.
Bags, 1,834,883.	1,849,978.	2,559,006.	2,372,459.

IN BALTIMORE.

Bags, 481,184.	490,949.	531,401.	512,011.

Thus it will be seen that in 1878, over one-fourth of the whole receipts and sales in the country must be credited to Baltimore, and in 1879, considerably over one-fifth. This shows where Baltimore stands among the cities of the land as a great Coffee mart.

NEWSPAPER ADVERTISING.

L. Jeff. Milbourne & Co.

NEWSPAPER ADVERTISING AGENTS,

No. 128 BALTIMORE STREET,

Proprietors of the Baltimore Evening Bulletin.

This is the only extensive establishment South of Philadelphia, transacting a General Advertising Business with the Press of the Country.

This firm have succeeded in supplying a great need of the business community, removing the necessity of resorting to the agencies in other cities, for the purpose of reaching this and other communities, through the established circulation of the metropolitan and country Journals.

They have a complete arrangement and classification of the Press, whereby they can place advertisements of all departments of trade, professions, schools, art, &c., to the best advantages, so that the class of readers sought by each, can be successfully reached.

Their arrangements are such, that the advertiser has the benefit of the largest circulation in the Papers best suited to his business, at the least cost.

The firm has made a specialty of *preparing advertisements* for their patrons without expense, their experience as publishers having given them peculiar facilities for understanding this art.

They keep for inspection, Files of Newspapers from every section, enabling the advertiser to make an intelligent selection.

Special attention is given to the Southern Local Journals, Daily, Weekly and Monthly, Religious and Secular.

FOREIGN ADVERTISING.

The Business of exporting American products and manufactures has been gradually increasing during the past few years, until now, the yearly aggregate value of our exports to Great Britain alone, reaches many millions of dollars. England by *her* policy of comparative *Free-Trade* invites the competition of the world in her HOME Markets, and the English Newpapers, with their immense circulation, afford mediums for advertising at relatively small expense.

They have lately effected most extensive connections with English and Continental Publications, and are in a position to place advertisements in them upon most favorable terms.

GENERAL ADVERTISERS

by extending favors to their foreign list, cannot fail to develop a valuable trade, and obtain handsome returns upon their outlay. Estimates and all information in regard to cost of advertising in ANY of the English or Continental Newspapers furnished upon application.

They publish a Handsome Manual, giving all the Papers of every State, with their established circulation and rates of advertising.

Mr. Milbourne was for years connected with the BALTIMORE SUN, and his duties there specially qualified him for the business which he has established.

Estimates will be furnished on application to the firm at the office of the

EVENING BULLETIN, Baltimore, Md.

WALTER S. WILKINSON. GEO. S. HARLAN.

W. S. WILKINSON & HARLAN,

GENERAL INSURANCE AGENTS

—AND—

BROKERS,

Maryland Building, Second St. and Post Office Ave.

BALTIMORE.

Surveys made, Diagrams and Forms furnished, and Insurance to any desired amount placed and taken charge of without cost to the insured beyond regular premium. All kinds of Life and Endowment Policies issued upon sound male lives. We represent the following staunch and reliable companies.

HANOVER FIRE INSURANCE CO.
OF NEW YORK.
Assets, January 1, 1880.....$1,650,700 57

MERCHANTS' INSURANCE CO.
OF NEWARK, N. J.
Assets, January 1, 1880.....$1,067,877 23

SHOE AND LEATHER INSURANCE CO.,
OF BOSTON, MASS.
Assets, January 1, 1880.....$752,328 30

FRENCH INSURANCE CORPORATION,
OF PARIS.
Assets, January 1, 1880.....$4,850,068 50

NORTH GERMAN INSURANCE CO.
OF HAMBURG, GERMANY.
Assets, July 1st, 1879.....$2,905,159 00

COMMERCE INSURANCE CO.
OF ALBANY, N. Y.
Assets, January 1, 1880.....$401,814 19

NORTHERN INSURANCE CO.
OF WATERTOWN, N. Y.
Assets, January 1, 1880.....$357,581 33

GLENS FALLS INSURANCE CO.
OF GLENS FALLS, N. Y.
Assets, January 1, 1880.....$973,497 00

STANDARD FIRE INSURANCE CO.
OF TRENTON, N. J.
Assets, January 1, 1880.....$294,044 24

VIRGINIA FIRE AND MARINE INSURANCE CO.
OF RICHMOND, VA.
Assets, January 1, 1880.....$531,619 95

CONNECTICUT MUTUAL LIFE INSURANCE CO.
OF HARTFORD, CONN.
Assets, January 1, 1880.....$43,792,334 45

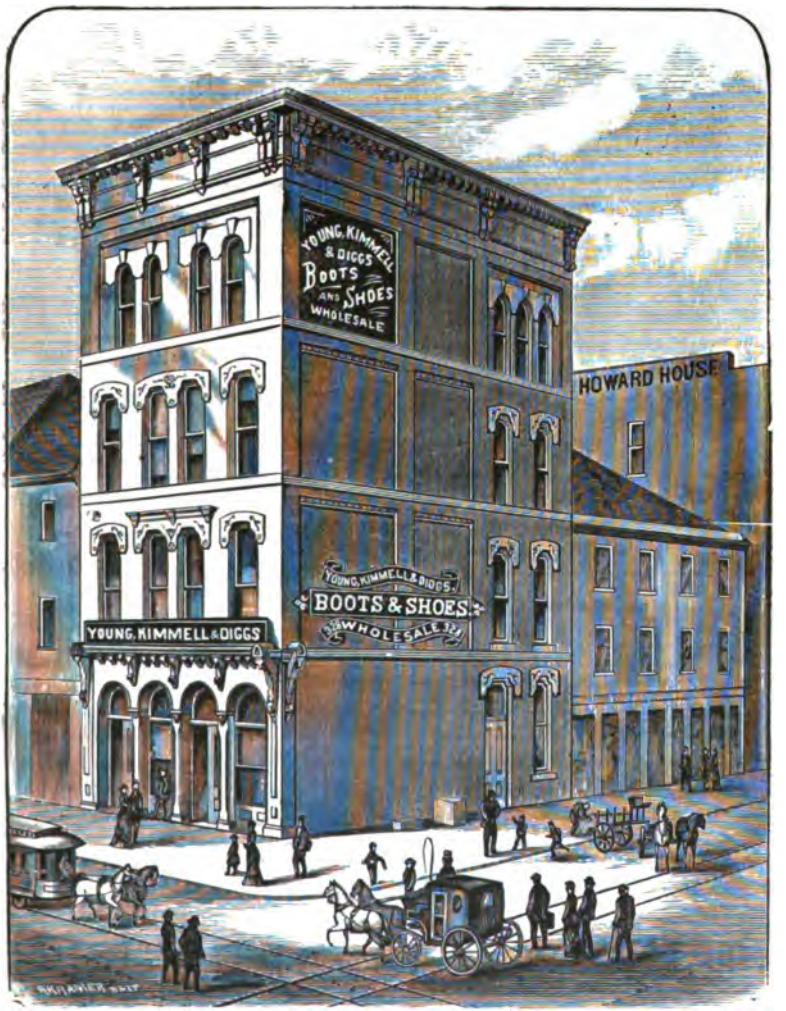
BOOTS AND SHOES,

YOUNG, KIMMELL & DIGGS,

(Successors to DEVRIES, YOUNG & CO.) –See Page 164.

N. W. Corner of Baltimore and Howard Streets,

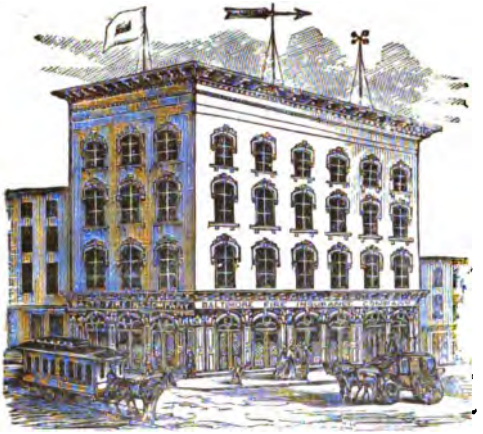
BALTIMORE.



We invite particular attention of the trade, to our several lines of hand-made Warranted Boots and Shoes, which stand second to none in the country, as can be shown by testimonials in our possession.

ALEXANDER YOUNG. SOLOMON KIMMELL, formerly of Wm. Devries & Co. J. ROSS DIGGS.

BALTIMORE FIRE INSURANCE COMPANY.



THIS old, established Company's original advertisement, we have displayed on page 257. During its history of SEVENTY-THREE years, it has continued to grow in strength and reputation.

It has invariably adjusted its losses satisfactorily to the Policy Holders.

Its assets have increased during the late protracted business depression, amounting in January 1st, 1880, to

$609,401.55.

WILLIAM G. HARRISON,* President. | MARION K. BURCH, Secretary.

BOARD OF DIRECTORS:

DAVID S. WILSON,
WILLIAM W. TAYLOR,
HERMAN VON KAPFF,
B. ALBERT VICKERS,
B. F. NEWCOMER,
FRANCIS T. KING,
WILLIAM H. BRUNE,
WILLIAM C. PENNINGTON,
C. MORTON STEWART,
SAMUEL K. GEORGE,
ORVILLE HORWITZ,
GEORGE L. HARRISON,
T. ROBERT JENKINS,
MENDES COHEN,
SAMUEL S. CARROLL.

*See pages 323, 450.

HENRY RIEMAN, JR. HOWARD RIEMAN. JOSEPH H. RIEMAN, JR.

Successors to WILLIAM J. RIEMAN & SONS.

RIEMAN BRO. & CO.

Wholesale Provisions, Lard Refiners,

CURERS OF THE ORANGE BRAND HAM,

See page 401. **57 German Street, BALTIMORE.**

P. T. GEORGE & CO.

REFINED LARD AND PROVISIONS,

94 West Lombard Street,

See pages 107 and 571. **BALTIMORE.**

ORGANIZED 1826.

THOMAS WHITRIDGE & CO.

COMMISSION MERCHANTS,

22 and 24 Bowly's Wharf,

BALTIMORE.

ORGANIZED 1868.

H. L. WHITRIDGE & SON,

Commission Merchants,

58 EXCHANGE PLACE,

WM. H. WHITRIDGE. Baltimore.

JOHN A. WHITRIDGE,

BANKER AND BROKER,

1 German Street,

BALTIMORE.

L. N. & J. S. HOPKINS,

COMMISSION MERCHANTS,

71 Exchange Place,

BALTIMORE.

See page 228.

Established 1840.

GEORGE SMALL & COMPANY,

COMMISSION MERCHANTS,

And Agents for

CODORUS FLOUR MILLS AND ASHLAND IRON CO.

62 NORTH STREET, BALTIMORE.

See page 748.

ESTABLISHED 1852.

C. W. SLAGLE & CO.

Commission Merchants,

GRAIN, FLOUR and SEED,

Nos. 118 and 133 NORTH STREET,

CHAS. W. SLAGLE,
DAVID W. SLAGLE,
J. W. SLAGLE.

BALTIMORE.

THOMAS W. LEVERING & SONS,

Commission Merchants,

55 COMMERCE STREET,

BALTIMORE.

This House was established by THOMAS WILSON LEVERING, who began his business career in 1827, in the Firm of Peter Levering & Sons.

(See article, pages 622-25.)

B. F. PARLETT & CO.

Tobacco Manufacturers,

FACTORY No. 11, DANVILLE, VA.

OFFICE, Nos. 92 LOMBARD, and 5 WATER STREETS,

Refer to Page 187.

BALTIMORE.

ROGGE & KOCH,
IMPORTERS OF
FANCY GOODS AND TOYS,
VIOLIN STRINGS,
Druggists' Sundries, Smoking Pipes,
No. 348 West Baltimore Street,
BALTIMORE.

J. S. LEWIS,
Boot and Shoe House,

OPPOSITE THE NEW POST OFFICE,
54 West Fayette Street,
BALTIMORE.
The most complete assortment of
BOOTS, SHOES, GAITERS,
AND
LOW-QUARTER SHOES of my Own,
and the most reliable manufacturers of the country, made of the BEST IMPORTED STOCK, and at the LOWEST PRICES.
GOODS MADE TO MEASURE.
Comfort and Fit Guaranteed.

OLIVER F. DAY. ALBERT JONES. ALBERT MAYNARD
DAY, JONES & CO.
MANUFACTURERS OF
Saddlery, Harness, Collars, Trunks, &c.
OFFICE and SALESROOMS, No. 336 W. BALTIMORE ST.
FACTORY, No. 378 W. BALTIMORE STREET.

PUSEY & JONES COMPANY

of Wilmington, Delaware.

The undersigned offer their services as builders of

IRON STEAM VESSELS, IRON SAILING VESSELS, BARGES AND LIGHTERS, MARINE ENGINES AND BOILERS, SUGAR MILL MACHINERY, TANKS, COTTON PRESSES, ROLLING MILLS, PAPER MILLS, and Heavy Machinery generally.

With facilities and conveniences for prompt execution of orders, unsurpassed, they believe they can serve customers in a manner that will be satisfactory both in regard to price and quality of work.

THE PUSEY & JONES COMPANY.

(SEE PAGE 727.)

SAMUEL BURNS & CO.

LUMBER,

SASH, DOORS, BLINDS, BRICKS, LIME, HAIR,

No. 104 Light Street Wharf,

BALTIMORE.

RUFUS BENNETT,

CARPENTER AND BUILDER,

Residence, No. 257 West Biddle Street,

SHOP IN THE REAR. BALTIMORE.

JOBBING PROMPTLY EXECUTED.

EUTAW HOUSE,

BALTIMORE, MD.

C. S. WOOD.

Elevators and all Modern Improvements.

RATES:

$2.50, $3.00 and $3.50 PER DAY.

GRANVILLE O. WILSON.

WILSON & PERRY,

MANUFACTURERS of STRAW GOODS

Only for the Jobbing Trade,

71 AND 101 LEXINGTON STREET,

See page 498. BALTIMORE.

ISAAC H. FRANCIS. WM. T. BRIGHAM. JAS. E. SUMNER.

(See page 499.)

FRANCIS, SUMNER & CO.

Manufacturers of

LEADING STYLES OF MEN'S, BOYS' AND CHILDREN'S

STRAW GOODS.

128 West Fayette Street, 99 Lexington Street,

BALTIMORE.

DAVIS & MILLER,

WHOLESALE DRUGGISTS,

MANUFACTURERS OF

Superior Flavoring Extracts,

12 N. HOWARD STREET,

A. I. MILLER, Sole Proprietor. BALTIMORE.

JESSE SLINGLUFF. Dr. FRANK SLINGLUFF. CHARLES B. SLINGLUFF.

See page 477.

SLINGLUFF & CO.,

Manufacturing Chemists,

AND MANIPULATORS OF PHOSPHATES,

Office, 157 W. Fayette Street,
Works, Foot of Leadenhall St. } BALTIMORE.

WINFIELD S. DUNAN,

Merchandise Broker and Commission Merchant,

IMPORTER AND EXPORTER OF

GUANOS, AMMONIATES, AGRICULTURAL CHEMICALS and NAVASSA PHOSPHATES,

BALTIMORE.

S. P. RYLAND, Jr.
formerly of Brown, Graves & Co.

CHAUNCEY BROOKS, Jr.
formerly of Shriver & Brooks

RYLAND & BROOKS,

Lumber Commission Merchants,

No. 56 WEST FALLS AVENUE,

BALTIMORE.

REFERENCE—Chauncey Brooks, Esq.,
Prest. Western National Bank.

ANTON TEXTOR.

J. C. TEXTOR & BROTHER,

OAK COOPERS,

Commission Merchants,

FOR THE SALE OF ALL DESCRIPTIONS OF

LUMBER, STAVES, SHOOKS and HOOPS,

Office, 180 Henrietta Street,

(Adjoining B. & O. R. R. Track,) BALTIMORE.

ORGANIZED 1860.

ANDERSON BROTHERS,

IMPORTERS OF

HARDWARE,

Cor. Pratt and Light Streets,

BALTIMORE.

GEORGE J. KURTZ,

Carriage Manufacturer

No. 97 N. Paca Street, BALTIMORE, MD.

Builds to order Light Carriages of every description. All repairing done with Despatch under my own supervision on Reasonable Terms.

ESTABLISHED 1848.

EDWIN BENNETT,

MANUFACTURER OF

White Granite & C. C. Ware,

ALSO, YELLOW AND ROCKINGHAM FIRE-PROOF WARE.

FACTORY AND SALESROOM,

Cor. Central and Canton Aves., BALTIMORE, MD.

See page 492. [Near the Philadelphia, Wilmington and Baltimore Railroad Depot.]

DANIEL DONNELLY,

BRICK MANUFACTURER,

Office—N. E. Corner of Lexington and Calvert Streets,

IN THE METROPOLITAN BANK BUILDING.

Yards—Belair Avenue.

MANUFACTURES THE BEST QUALITY OF

PRESSED AND HAND-MADE BRICKS.

C. W. SPOFFORD,

RIGGS HOUSE,

15th and G STREETS,

WASHINGTON, D. C.

(See page 353.)

FIRST CLASS and COMPLETE IN ALL ITS APPOINTMENTS; is situated opposite the UNITED STATES TREASURY BUILDINGS, and in the immediate neighborhood of the PRESIDENT'S MANSION, the STATE, WAR, and NAVY DEPARTMENTS.

Street Cars and Chariots to and from the Depots, Capitol, and all Departments pass the House every three minutes during the day.

The honor of your patronage is earnestly solicited.

JAS. A TAYLOR. G. WESLEY TAYLOR.

TAYLOR BROS.

Wholesale and Retail Staple and Fancy

Family Grocers and Wine Merchants,

No. 94 NORTH CHARLES STREET,

NEAR MULBERRY STREET,

BALTIMORE, MD.

STEPHEN S. LEE. J. HARRY LEE.

STEPHEN S. LEE & SON,

MINERS AND SHIPPERS OF

SWANTON COAL,

OF GEORGE'S CREEK,

No. 29 S. Gay Street, Second Floor,

WHARF, LOCUST POINT. **BALTIMORE.**

CHARLES W. BENTLEY,

Engineer and Machinist.

This gentleman's career illustrates the rewards of persistent industry. He was born in North Stonington, New London, Connecticut, July 2d, 1815. His father, though a farmer, possessed unusual mechanical skill, from whom the son doubtless inherited his genius and talent, which have rendered him conspicuous among mechanical engineers.

Mr. Bentley's first experience in life was at sea, when a mere youth. His parents apprenticed him to a house builder, who had a planing mill; and it was in this Mill he learned to run a steam engine. He then began the study of machinery, spending his nights at this, depending chiefly upon his own efforts and independent investigations and experiments, his instruction in school being limited to two or three months of the year.

As a journeyman, he was engaged by his employer on a contract with the Canton Company of Baltimore in 1837. At the completion of the work, he removed here, at the request of the agent of the Company, and entered into partnership with him, and they built the first *Sash and Door Factory* in Baltimore. His partner having withdrawn, Mr. Bentley sold the Factory at a great sacrifice. In 1840, he constructed a fuel-saving Boiler for cooking and agricultural purposes, on the plan which has resulted in the *tubular boiler*. This he employed in many branches of industry. He made this *Boiler* his specialty, and by its sale and through agents, realized a considerable sum. The value of the Boiler was recognized, and the Baltimore County Agricultural Society awarded him a prize of a GOLD SNUFF BOX.

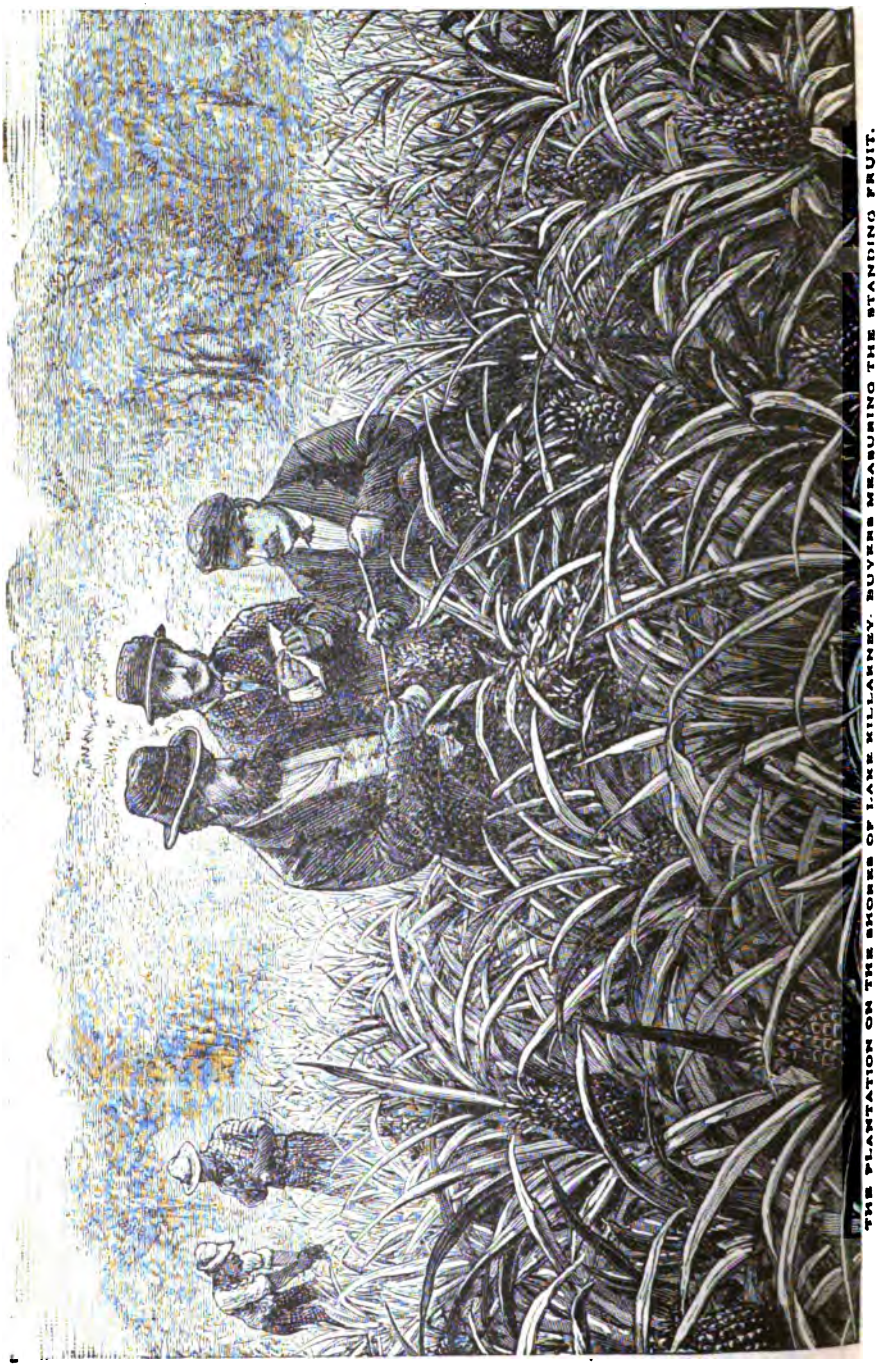
In 1848, he determined to establish a complete Foundry, and built at the corner of Front and Plowman Streets, which soon became accepted as one of the principal Iron Establishments of the City. He made a specialty of Engines for manufacturing purposes and mill work, and the rapid increase of manufactured goods requiring steam engines, gave him a large business.

In 1850, he was awarded the first Gold Prize Medal, by the Maryland Institute. With this noble Institute, Mr. Bently has been connected consecutively, for over thirty years; first as one of its organizers in 1847, and since as an officer or director. He has been one of its most zealous, self-sacrificing friends, fully estimating its value to the young, struggling talent and industry of Maryland. JAMES YOUNG, ESQ. in his address before the Institute, May, 1870, made a most eloquent and appropriate tribute to him and his efforts in its behalf.

In 1857, he established the BALTIMORE STEAM BOILER WORKS, one of the largest private concerns of the kind in the country. See page 209.

In 1858, he purchased a large tract of land on the Northern Central Railway, 81 miles from Baltimore, which he called BENTLEY SPRINGS, and then located a station, built a STORE and other houses, and GLEN HOUSE, a commodious Hotel and Summer Resort, which was consumed by fire in 1868; at Bentley Springs he occupied the position of Postmaster until 1875. His personal influence and that of his enterprise, have been of great value to the adjacent country. As a prominent Mason and a zealous member of the M. E. Church, he has been very active in their work and enterprises, and has become widely recognized as one of the most efficient members of these bodies.

He has added very materially to the business forces of Baltimore by his enterprise, and aids greatly in the development of our mechanical talent and support of our industrial population.



THE PLANTATION ON THE SHORES OF LAKE KILLARNEY. BUYERS MEASURING THE STANDING FRUIT.

SMITH & WICKS'

Can Factory and Packing Houses.

This is one of the most important industrial establishments of Baltimore, and is the result of the enterprise of two young men, R. Tynes Smith and Wm. A. Wicks, who have raised it from small beginnings into its present mammoth proportions, commanding a trade extending over this country and many ports of Europe.

Both of these gentlemen were trained to the business in the extensive Packing House of Thomas Kensett & Co.

Mr. Smith was born 1845, in HARBOR ISLAND, in the Bahamas, and came to Baltimore in 1857 when he was but twelve years of age. After attending Grammar School No. 14, he entered the Oyster and Fruit Packing House of Thomas Kensett & Co. He soon

SLICING AND CANNING THE FRUIT FOR EXPORT.

developed unusual capacity, and became master of the business, and was appointed Foreman of the establishment.

Mr. Wicks was born in St. Louis, Missouri, in 1840, and soon after his arrival in Baltimore, was employed in the same House, more specially in the Can Factory. Thus in both departments of the business, they were being prepared for every branch of the vast trade and manufacture they are now conducting.

They possessed special opportunities for perfecting their knowledge in Kensett & Co.'s establishment, as that firm were among the Pioneers of the trade, and were continually experimenting and trying new methods of packing and making cans.

Possessing that force of character and business ambition, which cannot be content with subordinate positions, Messrs. SMITH & WICKS determined to embark in the trade for themselves, and accordingly in 1872 began on a small scale at No. 12 SECOND STREET.

THE CAPTAIN OF A TRADING SLOOP BARGAINING WITH NEGROES FOR A CARGO OF PINEAPPLES AT NASSAU.

Understanding the nature and needs of the trade, they soon established a valuable correspondence, which they annually enlarged by the reputation of their goods. Considering the enormous competition existing here and elsewhere, their success was surprising even to themselves.

Availing themselves of all the superior facilities that this business possesses in Baltimore, over other cities, they extended the sphere of their operations through the West and to the Pacific Coast, and secured a considerable portion of the trade of the increasing population of those sections.

Thus they early established a trade, extending from Texas to the extreme North-West, and from the Eastern States to California.

The necessity for a perfect CAN was felt for years, and many improvements were attempted, on the simple old fashioned soldered Can, and a number of Patents were issued; yet not one seemed to meet all the requirements of the trade, until the appearance of *the Can* now manufactured by SMITH & WICKS, a Baltimore invention. The Can and Machinery for making it are covered by over twenty Patents, all owned or controlled exclusively by this firm.

NEGROES PARING THE FRUIT FOR THE SLICERS AND CANNERS.

The special feature of this *Can* is, that it is soldered on the outside, so that there is no possibility of the contents coming in contact with the solder and rosin, and becoming affected thereby, as is the case in the old style of Cans.

For several years, Smith & Wicks have devoted their efforts mainly to perfecting and manufacturing this Can, and they are now producing about *fifteen millions* annually, or over fifty thousand daily, of these Cans, being the largest manufacturers in the city. Their *Factory* occupies an entire square, filled with the requisite machinery, and employs about four hundred and twenty-five hands.

This Can is now being used by many of the Packers in this city, and in the East, South and West, and is rapidly growing into favor throughout the entire trade at home and abroad.

About 1876, Mr. Smith visited *Nassau*, and there arranged with some gentlemen to unite with his firm in establishing in the *Bahamas*, the business of packing PINEAPPLES. Mr. Smith personally instructed the natives to prepare and pack the fruit, and the business has become very extensive and remunerative. The *Factory* here, sends annually to the Bahamas, three quarters of a million cans, in which the Pineapples are packed, under "Smith & Wicks' Brand." These are shipped to the United States and Europe, SMITH & WICKS having agencies in London, A. W. Latham & Co.; Glasgow, and Bremen, Schmidt, Silcox & Co. A highly interesting, illustrated article in FRANK LESLIE'S NEWSPAPER, June 21st, 1879, on the Pineapple Trade in the Bahamas, refers to the canning establishment of SMITH & WICKS in Nassau, stating that in 1878, they canned seven hundred thousand Pines.

We present our readers with some interesting views of the Pine growth and packing trade in the Bahamas, the scene of Smith & Wicks' operations.

It is very fitting that one, a native of those Islands, and coming thence to Baltimore, should return to instruct the inhabitants in the art of packing and preserving the most delicious of all fruits, and make it a source of great revenue to them and us.

The Pine plantation scene on page 796 gives a fair idea of the growth of the Apples, while the ship scene, (page 798,) shows the confusion of the natives in trying to urge the captain up to their price, equal to a stock exchange or gold room.

It is difficult to estimate, certainly to express, the value of this young enterprising House to Baltimore. From our limited survey of their business, it appears that they are stretching their operations, from Baltimore to many parts of the world, and effecting important commercial relations, that are widely valuable to other departments than their own. We know not in the city, an enterprise that furnishes a more interesting history, or that is more significant of the success which attends persistent industry with well directed efforts.

The establishment of Smith & Wicks is of great service to the laboring class, employing many males and females, that would otherwise have no support. They are well cared for by the firm, and surrounded by checks and influences, protective of their social and moral welfare.

Baltimore is highly favored by the possession of such a house as this, which has the prospect of a long, prosperous career.

It is an interesting fact, that two young men raised to business in our city, founded and are carrying on a House, whose trade grasps many sections of the civilized world, and is sending the name of Baltimore, in the most prominent commercial connections.

R. TYNES SMITH. WILLIAM A. WICKS.

SMITH & WICKS,

MANUFACTURERS OF

OYSTER and FRUIT CANS

AND

CANNED GOODS,

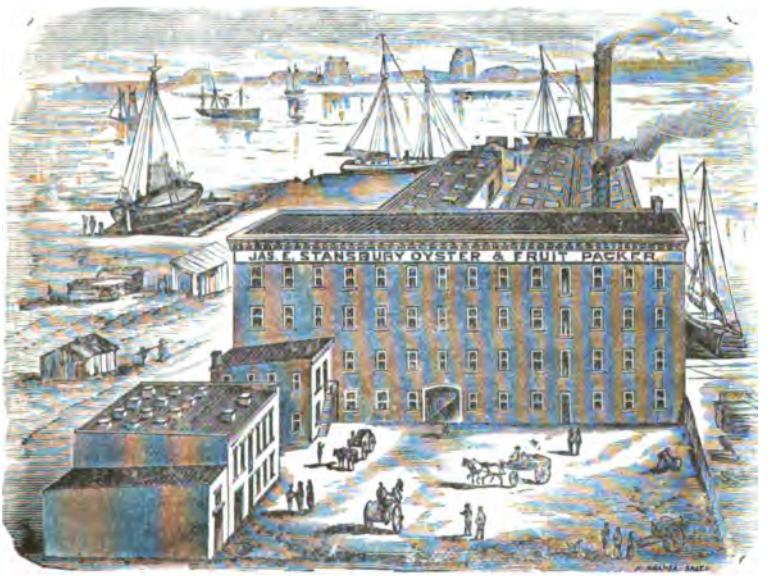
SUPERIOR MACHINE SOLDERED CANS.

JAMES E. STANSBURY,

Oyster and Fruit Packer.

The extensive Packing House of James E. Stansbury at Canton, partially represented on page 104, displays the results of his industrial enterprise, and the growth of the Oyster and Fruit Packing business in Baltimore. The nature and extent of this branch of trade, we have described on page 101.

Mr. Stansbury is a native of Baltimore County, belonging to a family closely identified with the history and society of Baltimore. His grand-uncle, Jacob Stansbury, was a prominent wholesale dry goods merchant, located on Bridge, near Gay Street, for many years.



His father, Jacob Stansbury, and six brothers, were soldiers and officers in the war of 1812, engaged actively in the defence of Baltimore. One of the brothers, Elijah Stansbury, now living at an advanced age, was elected Mayor of the city 1848, and served with great acceptability.

JAMES E. STANSBURY lived and labored on his father's farm until he was seventeen years old. He then came to Baltimore, served as clerk in the Clothing House of George Presstman. With Robert M. Bean, he bought the business of Mr. Presstman, and they conducted it for three years, when Mr. Stansbury purchased Mr. Bean's interest, and continued the House alone for fifteen years. During this time he steadily advanced, making and investing money, and establishing the character and credit of the successful merchant. In 1854, he bought the Patent Right of DANE'S PATENT BRICK MACHINE, which succeeded for a considerable time. In 1865, his attention having been directed to the *Oyster Packing* business, he sold his clothing house, and launched out in this department. Though the competition was large and powerful, he rapidly progressed, and by sending

out the best goods to all parts of the country, created a demand for his brands. From time to time he was compelled to enlarge and add to his Packing House, and now he has *four* large buildings, giving employment to several hundred hands.

Mr. Stansbury packs the finest oysters of each grade, and all kinds of *fruits and vegetables* of various brand names.

He makes a specialty of his "PIONEER BRAND" of Oysters.

He has every facility for receiving, packing and shipping, his Packing House being on the Water of Canton Harbor, and contiguous to the Philadelphia, Wilmington and Baltimore Rail Road.

Mr. Stansbury is President of the Red C Oil Company of Baltimore, and is active in other directions, encouraging commercial activity. He has an important Branch House in CHICAGO, No. 274 South Water Street. His son, John B. Stansbury, represents the House abroad.

No other interest is more important to, and distinctively characteristic of Baltimore, than the Oyster and Fruit Packing. Mr. Stansbury has been among the foremost in developing and extending it, and has given us celebrity in foreign countries as well as at home, for superiority in canned goods, on which the world has become greatly dependent.

Besides bringing to Baltimore an extensive trade, he gives employment to hundreds of industrial people, and keeps a large capital constantly engaged in his own and other industries. The value of such men cannot be easily estimated.

ARTISTIC PHOTOGRAPHY,

Photography executed in all its Latest Artistic and Scientific Appliances.

THE

VARIOUS STYLES

IN OUR

Portrait Department

POSED WITH

ESPECIAL VIEW

TO

EASE AND GRACE.

Portraits in Oil,

PASTILE,

CRAYON,

AND

INDIA INK,

by the most skilled artists in their various branches, enabling us to warrant perfect likeness as well as superiority of workmanship.

THE CORPORATION OF BALTIMORE CITY:

ITS FIRST MAYOR AND COUNCIL.

JAMES CALHOUN, First Mayor.

ELECTED FEBRUARY 21ST, 1797.

MEMBERS OF FIRST COUNCIL,

ORGANIZED SAME DATE.

FIRST BRANCH.

First Ward—JAMES CAREY and EPHRAIM ROBINSON.
Second Ward—SAMUEL OWINGS and GEORGE BUCHANAN.
Third Ward—ZEBULON HOLLINGSWORTH and JAMES MCCANNON.
Fourth Ward—HERCULES COURTENAY and DAVID MCMECHEN.
Fifth Ward—THOMAS HOLLINGSWORTH and ADAM FONERDEN.
Sixth Ward—BALTZER SCHAEFFER and PETER FRICK.
Seventh Ward—JAMES EDWARDS and FREDERICK SCHAEFFER.
Eighth Ward—JOSEPH BIAYS and WILLIAM TRIMBLE.

SECOND BRANCH.

First Ward—WILLIAM GOODWIN.
Second Ward—NICHOLAS ROGERS.
Third Ward—JOHN MERRYMAN.
Fourth Ward—HENRY NICHOLS.
Fifth Ward—ROBERT GILMOR.
Sixth Ward—RICHARD LAWSON.
Seventh Ward—EDWARD JOHNSON.
Eighth Ward—JOB SMITH.

The population in 1797 was about 26,000.

Hercules Courtenay was chosen President of the First Branch, and John Merryman President of the Second Branch.

James Calhoun, the first Chief Magistrate of the City, was a gentleman of great distinction and popularity in his day.

He came to Baltimore about the year 1771, in the prime of manhood, and engaged in mercantile pursuits.

The patriotic fires of the Revolution had just begun to be kindled, and in the breasts of none of his compatriots did they seem to glow with a readier or more ardent flame than in his. His name appears throughout the record of the great struggle on every important emergency; on committees of safety, to provide for the common defence; on committees of finance, to furnish funds in support of the armies in the field, and in fact in every civil and military employment, associated with those of the most honored and cherished among our city's early founders.

In addition to the Mayoralty, he filled a number of other prominent civil and judicial positions in the city and country. He died on the 14th day of August, 1816, at the age of 78.

His remains were buried in the Westminster Presbyterian Churchyard, corner of Greene and Fayette Streets, under a massive pyramid of granite, on which there is no other inscription than the single word—CALHOUN.

Financial Condition of the City of Baltimore and State of Maryland.

BALTIMORE.

The Funded and Guaranteed Debt, on December 31, 1879, - - $35,023,798.06.
Productive or interest bearing assets, from which income is derived to meet interest on Debt, - - - - - - - - $28,099,036 02
Amount of Debt, in excess of available and convertible assets, - - $6,924,762.04

Thus, with a population of nearly 400,000, BALTIMORE has an actual indebtedness of only $6,924,762.04, with public properties greatly exceeding that amount in value.

Virtually, the City may be considered without a debt.

The City's actual income for 1879, from various sources, was - - $4,298,388.40
The actual expenses, - - - - - - - - $3,817,742.86
The reduction in expenses of 1879, from those of 1878, being - - $840,279.73

The floating indebtedness on December 31st, 1879, was $296,370.28, a reduction of $326,278 90; and the uncollected Taxes on the Books, would entirely liquidate this and leave a large surplus in the Treasury.

The credit of the City is deservedly very high, as evidenced by offers of capitalists recently made to the Commissioners of Finance, to take at *par* its obligations bearing interest at the rate of four per cent. per annum.

The Finance Commissioners are His Honor the Mayor, F. C. LATROBE, ROBERT T. BALDWIN, President of the National Mechanics' Bank, and JAMES SLOAN, JR, President of the Farmers and Merchants National Bank.

No other City in the United States, can make a more healthy and gratifying exhibit.

THE STATE OF MARYLAND.

Its Capital and Credit as exhibited on September 30, 1879, in Treasurer's Report:

PRODUCTIVE ASSETS,

In Baltimore and Ohio Rail Road, - - - - - -	$1,684,615.70
In Northern Central Railway, - - - - - - -	1,500,000.00
In Bank Stock and Turnpikes, - - - - - -	59,970.00
Due from Incorporated Institutions, Taxes, Sheriffs, Clerks of Court, &c.	1,393,000.00
Total,	$4,887,585.70
Unproductive Assets, - - - - - - - -	$25,323,304 22
Total Aggregate,	$30,160,889.92
The FUNDED DEBT on September 30, 1879, was - - -	$11,259,607.35
Against this, the State holds Bonds and Stocks amounting to - -	$3,585,327.17
Leaving a balance, after Productive Stocks and Credit to Sinking Fund is deducted, of - - - - - - - -	$7,674,280.18
The Sterling Debt has been reduced during the fiscal year, ending September, 1879, - - - - - - - -	$37,777.77

The rate of Taxation is only 18¼ cents on the $100.00.

WILSON, COLSTON & CO.,

Bankers and Brokers.

(SEE PAGES 258, 267.)

Our article on our *Banks* and *Bankers*, (page 258,) referring to our private Banking Houses, emphasizes their high character and substantial credit. Baltimore is happily exempt from that species of irresponsible operators in speculative and precarious stock, that obtains in some of our larger cities.

Nearly, if not quite all of our private Bankers, have a history in the trade of, and sustain valuable personal relations to Baltimore, apart from their financial operations, that establish them in the confidence of the community.

This is peculiarly so with the firm of WILSON, COLSTON & Co. They are descendants, and in a measure, successors of the old, eminent House of WILLIAM WILSON & SONS, one of the most distinguished *shipping* firms in the history of Baltimore, (see page 470.) JAMES G. WILSON the senior, and William B. Wilson are the great-grandsons of William Wilson, and through him related to his grand-nephew, WILLIAM WILSON CORCORAN, of Washington, (see page 576.)

WILSON, COLSTON & Co. thus having the basis of the reputation of the great source from which they virtually emanated, have erected upon it a Banking House that is one of our best characteristic financial concerns.

The firm consists of JAMES G. WILSON, FREDERICK M. COLSTON, for a number of years an esteemed officer of the MERCHANTS' BANK of Baltimore, and WM. B. WILSON.

It was organized 1867, and early established a valuable Home and Foreign correspondence, which has continued, expanding to the present.

They transact a general Banking Business, and make a specialty of safe, first-class investment securities. They have negotiated successfully many important loans, by which they acquired a reputation for this class of transactions.

The House has attained its character and extensive business during one of the most trying periods of our financial history, and through all the vicissitudes and perils of which, it has steadily grown and strengthened.

The firm occupy its own building, No. 134 WEST BALTIMORE STREET.

National Exchange Bank of Baltimore,

SHARP STREET, near BALTIMORE.

CAPITAL—$600,000.00.

PRESIDENT, WILLIAM T. DIXON. CASHIER, J. P. NEER.

DIRECTORS.

HENRY C. SMITH, of Tucker, Smith & Co., (page 161,) Manufacturers and Jobbers of Boots and Shoes.

BENJAMIN F. PARLETT, of B. F. Parlett & Co., (page 788,) Manufacturers and Jobbers of Tobacco.

WM. T. DIXON, of Wm. T. Dixon & Bro, (page 161,) Manufacturers and Jobbers of Boots and Shoes.

H. CLAY MILLER, of Daniel Miller & Co., (page 572,) Jobbers of Dry Goods.

JOHN E. HURST, of Hurst, Purnell & Co., (page 788,) Jobbers of Dry Goods.

DAVID T. BUZBY, of D. T. Buzby & Co., (page 110,) Commission Merchants.

EDWARD ROBERTS, Capitalist.

R. WALTER, of R. Walter & Co., (page 619,) Wholesale Clothiers.

PRESIDENTS.

DANIEL MILLER, Elected 1865 to 1867. JOHN HURST, Elected 1867 to 1880.
WILLIAM T. DIXON, Elected 1880.

CASHIERS.

H. R. RIDDLE, Elected 1865. CHARLES T. BOEHM, Elected 1871.
WILLIAM F. SNOW, Elected 1866. J. P. NEER, Elected 1876.

JOHN S. GITTINGS. [See Page 258.] WM. H. BOSLEY.

JOHN S. GITTINGS & CO.

BANKERS,

BALTIMORE, MARYLAND.

MONEY RECEIVED ON DEPOSIT SUBJECT TO SIGHT DRAFTS.

MEMBERS OF BALTIMORE STOCK EXCHANGE.

Buy or Sell Stocks and Bonds in this as well as New York, Philadelphia and Boston Markets.

CHECKS ON NEW YORK, BOSTON, PHILADELPHIA AND EASTERN AND WESTERN POINTS COLLECTED FREE OF CHARGE TO DEPOSITORS.

BALANCES REMITTED ON FAVORABLE TERMS.

Will be glad to furnish information in regard to Rail Road, State, Municipal, and other Securities.

J. W. MIDDENDORF. { W. B. OLIVER, MEMBER BALTIMORE STOCK BOARD. } CHAS. A. ALBERTI.

MIDDENDORF, OLIVER & CO.

Bankers and Brokers,

No. 85 SECOND STEET,

P. O. Box, 227. **BALTIMORE, MD.**

Foreign Exchange a Specialty. **Commercial Paper Negotiated.**

FRANKLIN BANK,

(See Pages 263 and 413.)

CAPITAL, $320,000. **SURPLUS, $25,000.**

Capital Reduced by Act of Legislature, March 15, 1880.

President, CHARLES J. BAKER,*

Acting Cashier, GEORGE SANDERS.

DIRECTORS.

GEORGE SANDERS, (page 121,) of George Sanders & Son, Importers and Jobbers of Tea.

†CHARLES WEBB, (page 133,) of James Armstrong & Co., Manufacturers of Soap and Candles.

HUGH SISSON, (page 242 and 440,) of Hugh Sisson & Sons, Steam Marble Works.

BENJAMIN WHITELEY, Retired Merchant, formerly of Whiteley Bros., Dry Goods.

D. C. FULTON, (page 155,) of Carlin & Fulton, Importers and Jobbers of Hardware.

CHARLES E. BAKER, (page 232,) of Baker Bros. & Co.

HENRY MCSHANE, (pages 778 and 478,) of Henry McShane & Co., Brass and Bell Foundry.

CHARLES F. DIGGS, Agent of Coals.

*See Pages 232, 233. (631-35.) †City Collector.

THE NATIONAL BANK OF BALTIMORE.

(See Pages 471 and 472)

July 15th, 1880.

PRESIDENT:

CHRISTIAN DEVRIES.

CASHIER:

J. THOMAS SMITH.

DIRECTORS:

DAVID S. WILSON, of William Wilson & Sons, ... (See Page 581.)
C. MORTON STEWART of C. Morton Stewart & Co.,
Commission and Shipping Merchants, ... (See Page 228.)
CHRISTIAN DEVRIES, of William Devries & Co.,
Importers and Jobbers of Dry Goods, ... (See Pages 144 and 527.)
OLIVER A. PARKER, of E. L. Parker & Co., . . . Importers of Tin Plate, &c.
RICHARD CROMWELL, President of Mt. Vernon Cotton Mills, . (Pages 551 and 668.)
JOHN B. DIXON, of William T. Dixon & Brother,
Manufacturers and Jobbers of Boots and Shoes, ... (Page 161.)
GEORGE P. THOMAS, President of the
Maryland Life Insurance Co. . . . . (Pages 596 and 745.)

The NATIONAL BANK OF BALTIMORE, chartered as a State Bank in 1796, has continued in successful operation for eighty-four years, having without single exception, declared its *Semi-Annual Dividend*, and never having curtailed its capital. This period comprehends many perilous events, as foreign and domestic wars, epidemics, financial depressions, in consequence of which the majority of the Banks of America suffered either failure, or contraction of capital, or omission of dividends. This exceptional success of the *Bank of Baltimore*, distinguishes it in the history of American Banking Institutions, and fortifies it in commercial and public esteem.

Its own history is peculiarly interesting, and has always had some of the most eminent *Merchants* of Baltimore, for its President and Directors, whose commercial success and strength, were a guarantee that it would be conducted on secure and successful principles.

So far as the number of Directors permits, the different departments of Trade are represented, as appears from the above list, thus securing in the deliberations of the Board, the varied experience and knowledge derived from the various branches of business of the city.

ARCHIBALD STIRLING, Jr.,

COUNSELLOR AT LAW AND UNITED STATES ATTORNEY,

26 North Calvert Street and U. S. Court House,

(See page 534.) BALTIMORE.

RIGNAL W. BALDWIN,

ATTORNEY-AT-LAW,

39 Lexington Street, **BALTIMORE.**

SAMUEL SNOWDEN. WILLIAM M. BUSEY.

LAW OFFICE

OF

SNOWDEN & BUSEY,

85 West Fayette Street, **BALTIMORE.**

ISIDOR RAYNER,

ATTORNEY AT LAW,

51 LEXINGTON STREET,

Rayner Building, **BALTIMORE.**

JOHN T. ENSOR,

Attorney at Law and Solicitor in Chancery,

No. 3 SMEDLEY ROW,

TOWSONTOWN, BALTIMORE COUNTY, MARYLAND.

C. Y. DAVIDSON & CO.

Gas Fixtures, Plumbing and Gas Fitting,

BRONZES, CLOCKS, &c.

No. 5 North Liberty Street, BALTIMORE.

JAMES L. SOUTHCOMB.

SOUTHCOMB & BRO.,

MANUFACTURERS OF

WIRE GOODS,

OF EVERY DESCRIPTION,

No. 7 N. EUTAW ST., opposite Eutaw House,

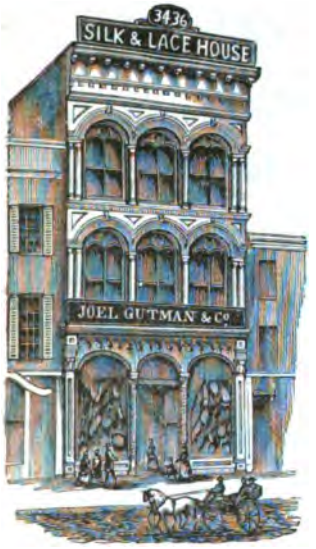
BALTIMORE, MD.

☞ FLORAL DESIGNS OF EVERY DESCRIPTION A SPECIALTY.

JOEL GUTMAN. F. NASSAUER.

JOEL GUTMAN & CO.

Importers, Jobbers and Retailers of



Silks and Dress Goods,

LACES, RIBBONS, KID GLOVES,

Dress Trimmings, House-Keeping Goods, &c.

30, 32, 34 & 36 NORTH EUTAW STREET

BALTIMORE.

ONE PRICE SYSTEM.

SPECIALTIES.

Ladies' Cloaks and Ready-Made Underwear.

CAMELS' HAIR SHAWLS and EVENING SILKS.

ALBERT'S

PAPER HANGINGS, DECORATIONS,

WINDOW SHADES,

CORNICES, &c.

ALWAYS ON HAND

THE LATEST STYLES OF

PAPER HANGINGS,

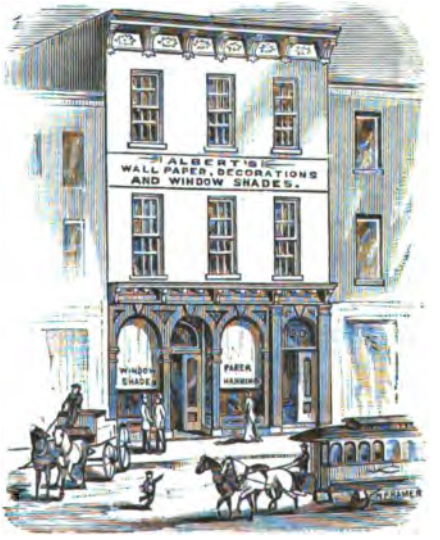
In Great Variety.

No. 20 N. EUTAW STREET,

near Fayette,

Baltimore, Md.

Work done in the City and Country at Lowest Cash Prices.



JAMES E. TATE. LOUIS MÜLLER. FREDERICK WILKENS.

TATE, MÜLLER & CO.

Shipping & Commission Merchants,

DONNELL BUILDING,

BALTIMORE.

R. C. HOFFMAN & CO.

IRON COMMISSION MERCHANTS,

PIG AND RAIL ROAD IRON,

No. 23 South Frederick Street,

P. O. Box 384. **BALTIMORE.**

Agents for Liberty, Glade, Cedar Point, Barren Spring, Amherst, Vera, Columbia, Raven's Cliff, Laurel, Chesapeake, Wythe, Locust Grove, and Speedwell Charcoal, and Chickies and Lochiel Anthracite Furnaces. Also, for Anthracite and Scotch Pig Irons, Blooms, Rail Road, Bar, Boiler and Sheet Irons, R. R. Spikes, and Fish Joints, Savage and Mount Savage Fire Brick.

WERNER DRESEL. FERDINAND DRESEL. HERMANN RAUSCHENBERG.

DRESEL, RAUSCHENBERG & CO.

(See page 186.)

SHIP BROKERS,

TOBACCO AND COMMISSION MERCHANTS,

11 South Gay Street, BALTIMORE.

AGENTS FOR West India and Pacific Steamship Company, Limited, of Liverpool, owning the following Steamers:

ANDEAN,	2,147 tons.	CALIFORNIAN,	1,831 tons.	HAYTIAN,	2,336 tons.
AMERICAN,	1,838 "	CARRIBEAN,	1,862 "	JAMAICAN,	2,009 "
AUSTRALIAN,	2,498 "	CHILIAN,	2,113 "	VENEZUELAN,	1,690 "
BOLIVAR,	2,064 "	CUBAN,	1,834 "	WEST INDIAN,	1,804 "
		Building———	2,400 tons.		

Sailing every third of the month direct for Liverpool.

These Steamers coming via: West Indian, Spanish Main and Venezuelan ports, give our merchants opportunities to import Coffee, Fruit and other produce from the ports indicated.

Also Agents for Continental Line of Steamers hence to London; and Germanischer Lloyd at Berlin.

THE NORTHERN CENTRAL RAILWAY.

On pages 291–300, and 448, are found carefully written and interesting articles upon this great Railway, presenting its history, and vital relations to the city of Baltimore.

In view of the vast development of this country, the wide ramifications of Railways radiating from the Atlantic Coast Cities, and the immense influence they exert upon the commercial and industrial resources of the nation, we desire to render conspicuous to the citizens of Baltimore, the commanding importance of the NORTHERN CENTRAL RAILWAY to its varied interests.

High as the estimate of its originators was, of its future bearings upon our growth, they had not prophetic vision to discern the far-reaching relations it would assume, and the avenues of wealth it would open to the hand of industry and enterprise.

A half century of Railway enterprise, has made a revolution in the world, and placed the United States in the vanguard of Nations, largely through the agency of its Railroads. The Trunk Lines, connecting the four great Atlantic Cities with all parts of the country, pouring into them the boundless resources of the continent, and sending back the results of culture, art, science and industry, are among the most potent forces that have produced the changes and growth of this nation.

Baltimore, by her geographical situation, was early regarded the most convenient, as it was the nearest *entrepot*, for the interior sections of the country; and when this advantage was enhanced by the construction of her two leading Railroads, had the enterprise of her capitalists and merchants, been commensurate with the opportunities thus presented, she would be the second city on the coast to-day.

The NORTHERN CENTRAL RAILWAY, (originally the *Baltimore and Susquehanna*, the York and Maryland Line, the York and Cumberland, and the Susquehanna Roads,) by its Northern and Western extensions and connections, is the right arm of Baltimore, as she faces the setting sun, which spans the whole North-West, and makes every section tributary to her. The Company owns or controls lines, extending from Baltimore, northward into the State of New York, having direct traffic with the Lakes and the Canadas. At various points, other lines and branches intersect, extending through rich agricultural and mining sections. The Coal Tonnage of these Lines alone is immense, and it is by them mainly, that Baltimore is supplied with her Anthracite Coals. The Coal Tonnage of the Main Line alone in 1879, was 1,185,145 tons, an increase of 313,918 tons over that of 1878.

*The Western Connections at HARRISBURG, by the unexcelled Pennsylvania Railroad Lines, constitute the Northern Central Railway a *Main Line* to the West, possessing all facilities for through Passenger and Freight traffic. The result has been a large growth of Western business. In Grain alone, there was an increase of 11,000,213 bushels in 1879, over the previous year.

To accommodate its growing traffic, the Company has made large purchases of land and water frontage, and liberal arrangements for storage and transfer of freights at CANTON, to which we have referred on page 448. In addition to the improvements there mentioned, a large Warehouse was erected for receipt, inspection and storage of TOBACCO, which is to be enlarged on account of the increase in this department of its traffic. Since the establishment of the Charles Street Depot, and the completion of the Baltimore and Potomac and Union Rail Road Tunnels, there has been a great increase of Railroad Traffic from all directions. So that while in the early history of the Road only four passenger trains—two each way—arrived and departed from Calvert Station, now about seventy in both directions, pass the Charles Street or Union Depot daily. The connecting Roads, are the Baltimore and Potomac, Western Maryland, Baltimore and Hanover, Union Rail

*See W. T. Walters' article, page 766.

Road and Philadelphia, Wilmington and Baltimore Rail Road; thus effecting at Baltimore, continuous connections with *Washington City* and all points in the South, and giving a new and much needed line to the National Capital; with Western Maryland and West Virginia, Philadelphia, New York and New England; so that there is not a section of the country which is not brought into direct communication with Baltimore and Washington, by the Northern Central Railway; besides all this, the shipping and transfer facilities at Canton, by the track of the Union Rail Road, give it connection with all foreign and coast-wise Ports.

The merchants and manufacturers have no needs which this Company has not supplied. It has furnished every facility for an expansive enterprise, to reach successfully out to the confines of the continent and spread its sails over all seas.

COLONEL THOMAS A. SCOTT—whose resignation, on account of impaired health, of the Presidency of the Pennsylvania and Northern Central Railway Companies, has recently been accepted—is distinguished among the Railroad Managers of the world. Rising from an humble position, through the various grades of Railway experience, he was elevated to the chief position of the great corporation, in which he constructed and developed the most magnificent Railroad system of the world. No one can fully appreciate the herculean tasks which he accomplished, in breaking down the tremendous prejudices and opposition with which he was confronted; in developing resources, devising means, commanding capital and forces, often reluctant to yield; in overcoming unfriendly or stubborn legislation; in extending great trunk lines in the midst of the protracted depression and stagnation of industry, succeeding 1873. By consummate ability, ceaseless energy and persistent purpose, he rectified all the disorders in the Pennsylvania Rail Road Company, restored its credit at home and abroad, effected the system with its combinations, that has made it the admiration of the traveling and business community.

He entered the service of the Pennsylvania Rail Road Company in 1851, and rose rapidly in position until he became President in 1874, succeeding MR. J. EDGAR THOMSON, the eminent Engineer.

The changes that have occurred in the Northern Central Railway, and its increased efficiency as a feeder to Baltimore, were inaugurated by Hon. J. Donald Cameron, when President, now the distinguished United States Senator from Pennsylvania, and late Secretary of War. These were completed by Colonel Scott, in which he has been zealously aided by its officials and the Directors residing here; especially B. F. NEWCOMER (see page 451) and GEORGE SMALL, (see page 748,) whose business enterprise and commanding influence, have prominently contributed to develop our commercial resources, and attract trade and capital to our city.

Upon the resignation of Colonel Scott, May 1st, 1880, GEORGE B. ROBERTS was elected President of the Pennsylvania Rail Road Company, and in June, 1880, of the Northern Central Railway Company; the one to whom all eyes turned, as pre-eminently the man qualified to be his successor.

Mr. Roberts graduated with honors at the Rensselaer Polytechnic Institute, Troy, New York, 1851. In 1852, he entered the service of the Pennsylvania Rail Road Company. He was assigned to the same Engineer Corps with Colonel Scott, and was assistant Engineer in the construction of the Alleghany Mountain Tunnel, then the most important piece of Engineering known in the country. In May, 1862, he was appointed to the responsible position of assistant to the President, for his eminent scientific and practical knowledge, and in 1869, elected fourth Vice President of the Company; four years later second Vice President, and in 1874, when Colonel Scott was elected President, he succeeded to the first Vice Presidency. He brings to the Presidency, not only exceptional abilities as a constructing engineer and an executive officer, but the results of an experience in the service, that are a guarantee of a successful administration.

A. J. CASSATT who has been so long identified with the Road, and favorably esteemed by Baltimoreans, is, and has been for a number of years, the Vice President.

It is due to history and an honorable service, to mention Robert S. Hollins, the only surviving official connected with the Baltimore and Susquehanna Rail Road Company. He entered its service as Secretary and Treasurer, in May, 1835; in December 1854, was elected SECRETARY of the Northern Central Railway Company, and continued in office until his resignation, September, 1877, on account of age, after a faithful record of over forty-two years, having received a complimentary recognition of his valuable services by the Board.

The management of the Northern Central Railway has been chiefly in the hands of those who thoroughly appreciated its relation to Baltimore. Among these, we feel at liberty to make special mention of JOHN S. LEIB, a native of York County, Pennsylvania, the Treasurer, who has been continuously in the Company's service since its organization in 1854, and for five years previous, was with one of the Roads now comprising the Northern Central Railway, by the act of Incorporation. Thus having been Treasurer of the Company twenty-six years, and in service as Clerk, Secretary and Treasurer for thirty-one years. His education was commenced at a country school near his native place, kept by Samuel J. Kirkwood, now United States Senator from Iowa, and late Governor of that State, a native of Harford County, Maryland. At an early age, he was appointed Treasurer by the Board, and through all the changes of administration and directory, has been retained constantly at his responsible post. He has passed with the Road through all its experiences, from its small beginnings, to its present prosperous condition.

It is not our purpose to give anything like a Report or Statistics, but as an indication of the value of the Road, we state that in 1879, over 22,000,000 bushels of grain were handled in its Canton Elevators. A new Elevator was erected in 1879 for the Company, through which over 8,000,000 bushels were transferred that year. The number of loaded cars received at Baltimore during 1879, was 131,132, an increase of 37,702 cars over 1878.

More than 100,000 tons of coal were shipped over the coal piers at Lower Canton. A Stock Yard for the Export Cattle Trade has been constructed, and about 3,500 feet of additional yard room for the movement of Trains and Engines.

Of this Road's facilities for passenger traffic to the North and West, we need not write; since the high reputation of the Pennsylvania Line, of which the Northern Central constitutes a part, for providing for the comfort and convenience of its passengers, is too well established to require comment.

The scenery along the entire route is graphically described and illustrated in our first article.

The citizens and capitalists of Baltimore cannot too highly estimate this Road as a means of traffic or an investment.

The aim of the administration has been to place the Road on the most sound financial basis, which has been successfully prosecuted.

Pertinent to this article, and as a record of historical value, we append a list of the Presidents of the Northern Central Railway Company from its origin, with the first and present Board of Directors. Among these will be recognized names that have borne a conspicuous part in the affairs of Baltimore, which it would be wrong to suffer to pass out of memory, or to be ignored in the history of this corporation. We place them before our readers and the world, in this connection, that they may receive the honor which is their due, in the inception and support of the Road, through its vicissitudes, which is now a substantial contibutor to Baltimore's wealth.

The Baltimore and Susquehanna Rail Road Company was organized on May 5, 1828, by the election of the following Directors:—Charles Ridgely, of Hampton (page 483) George Winchester, Sheppard C. Leakin (page 483), Thomas Wilson (page 501), James

Smith, Justus Hoppe (page 518), James B. Stansbury, Thomas Finley, Hugh W. Evans (page 549), James L. Hawkins, Robert Purviance (page 601), and John Kelso. George Winchester was chosen the first President of the Company.

GEORGE WINCHESTER was one of the most distinguished citizens and lawyers of Baltimore, and among the very first to discern the future prospects of the Western section of this country, and to realize the importance of securing early communication with it by Railroads. On May 26, 1828, with General Swift, he began to make a reconnoissance of the country between Baltimore and the Susquehanna River, preparatory to the survey for the proposed Baltimore and Susquehanna Rail Road. Long previous to this, he had taken a deep interest in canal communication, before the feasibility of Railroads was discussed; and on December 21st, 1828, at a Town meeting held in the Rotunda of the Exchange, to consider the subject of canals, George Winchester, Judge Bland and John Patterson, were commissioned to survey a route for the Susquehanna Canal, Mr. Winchester having already thoroughly canvassed the relative merits of the Potomac and Susquehanna River routes, and decided upon the latter.

The part which he acted in the organization and construction of the Baltimore and Susquehanna Road, and other enterprises, rendered him one of the most prominent and useful citizens; and his election as the first President of the Company was eminently appropriate, as he was emphatically its projector and father.

William Gibbs McNeill and George W. Whistler were Engineers from 1827 to 1830.

In 1834, Major Isaac R. Trimble was Chief Engineer, and finished the Road to York, Pennsylvania, in 1837.

The Road was extended to Cumberland Valley in 1840—J. M. Goldsboro', Engineer.

The following is a list of *Presidents* of the several Companies, *prior to consolidation* in 1854, with their respective terms of service, viz:

Of the Baltimore and Susquehanna Railroad, including the York and Maryland Line, operated under the same organization—

1. George Winchester, 1828 to 1832.
2. James Howard, 1832 to 1833.
3. Alexander Nisbet, 1833 to 1835.
4. Charles Howard, 1835 to 1846.
5. Robert M. Magraw, 1846 to 1852.
6. Robert Clinton Wright, 1852 to 1853.
7. George W. Hughes, 1853 to 1854.

Of the York and Cumberland—

1. Thomas C. Hambly, 1848 to 1850. 2. Eli Lewis, 1850 to 1852. 3. John Herr, 1852 to 1854.

Of the Susquehanna—

1. William F. Packer, 1852 to 1853. 2. Simon Cameron, 1854.

The Northern Central Railway, as a consolidation of the above Roads, was organized December 9th, 1854, with the following list of officers and directors:

President:	*Secretary:*	*Treasurer:*
John P. Kennedy.	Robert S. Hollins.	John S. Leib.

Directors:

On the part of the City of Baltimore—Richard C. Mason; William McPhail.

On the part of the Shareholders:

William H. Keighler,	John Herr,	Zenus Barnum,	Lloyd N. Rogers,
Simon Cameron,	Francis White,	Johns Hopkins,	Wm. E. Mayhew,
Michael Herr,	Eli Lewis,	Robert M. Magraw,	Wm. F. Packer.

The successive Presidents of the Northern Central Railway have been as follows:

1. John P. Kennedy, 1855 to 1856.
2. Zenus Barnum, 1857 to 1858.
3. John S. Gittings, 1859 to 1860.
4. A. B. Warford, 1861 to 1862.
5. J. Donald Cameron, 1863 to 1874.
6. Thomas A. Scott, 1875 to 1879.

The following is a list of its present officers—June 25th, 1880:

President: George B. Roberts. *Vice President.* A. J. Cassatt.

Directors:

A. J. Cassatt,	John P. Green,	Benjamin F. Newcomer,	Dell Noblit,
Wistar Morris,	Edmund Smith,	Samuel M. Shoemaker,	Matthew B. Sellers,*
Samuel C. Huey,	George Small,	J. N. Hutchinson,	William Calder.†

Secretary: Stephen W. White. *Assistant Secretary:* John W. Davis. *Treasurer:* John S. Leib.

Auditor: John Crowe. *General Counsel:* Wayne MacVeagh. *General Manager:* Frank Thomson. *Local Counsel:* Bernard Carter.

*Died July 1st, 1880, at his residence, Lafayette Square, Baltimore.

†Died July 19th, 1880, at his mansion in Harrisburg, Pa. MR. CALDER, as a Banker, business man, and a citizen, was one of the most prominent and influential men in his section of Pennsylvania. His death was universally lamented, and his funeral attended by a large concourse of leading persons many of them from Baltimore and other cities.

BALTIMORE NATATORIUM,

AND

INSTITUTION FOR PHYSICAL CULTURE,

For Ladies, Gentlemen and Children,

HOWARD STREET, ADJOINING THE ACADEMY OF MUSIC.

The beautiful Building, sixty six feet front and two hundred and forty-four feet depth, of which we present an engraving, is the first of the kind ever erected in Baltimore. It answers the double purpose of a *Bathing House*, and a systematic *Swimming School*. It is then a hygienic agency, supplying with the most approved means, a source of healthful aquatic exercises, and furnishing instruction in the delightful and most necessary art of swimming.

The gentlemen who introduced and have prosecuted this enterprise to such complete success, deserve the thanks of the whole community.

An association has been formed, called, "THE NATATORIUM AND PHYSICAL CULTURE ASSOCIATION OF BALTIMORE CITY," of which James A. Steuart, M.D.—our City Physician—Charles A. Alberti, Richard D. Fisher, Charles A. Vogeler and William M. Busey are DIRECTORS.

The management of the Natatorium, is under Dr. William A. Jansen, whose past experience in the technical organization, and management of such enterprises in other cities, have enabled him to combine in one, all the best features of such an institution.

The *Regulations* of the Bath are in strict accordance with sanitary and hygienic laws, and all the Rules are strictly enforced.

This Institution, the Building and its influences, are a great advantage to the city, which will doubtless be appreciated, by the generous patronage of our citizens.

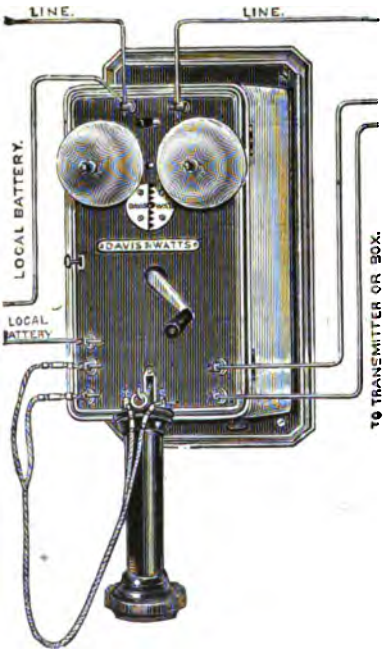
MARYLAND TELEPHONE COMPANY.

A. G. DAVIS, *President.* F. L. MOALE, *Secretary and Treasurer.*

ARCHIBALD WILSON, JR., *Superintendent.*

The world has been more frequently startled by new discoveries and inventions during the last half century, than any other period of its history.

The two most remarkable inventions and enterprises of this period, are the RAILROAD and TELEGRAPH; and it is significant of an over-ruling Providence, that their rise and development, should be simultaneous, for they are most intimately related to each other, and in their bearings upon the whole economy of mankind.



It is impossible in so short an article, to make known the successive steps of the Electric Telegraph, and the various forms of electrical or magnetic communication, to which it has led scientific search. The last result, so far, is the TELEPHONE.

This simple instrument, marvellous for its very simplicity, has already become a necessity in commercial, and will ere long be, in general use, for *all* departments of life; enabling us to communicate far and near, with whomsoever we will.

The practicability of the TELEPHONE having been clearly established, it soon developed into an "EXCHANGE SYSTEM," as necessary to become of universal use. This SYSTEM consists of a number of circuits running from places of business, factories and residences of subscribers to a *central office*, where they are joined to a switching apparatus, by means of which the operator can answer calls and place any two subscribers in communication with each other.

The utility of the TELEPHONIC SYSTEM is demonstrated by the fact, that while it is only two years since it was established, over two hundred thousand Telephones are in use in this country alone.

The MARYLAND TELEPHONE EXCHANGE, has two thousand in Baltimore, and eight hundred subscribers, the number continually increasing. As it was only organized in 1879, this may be considered a rapid growth in this community.

They who have invented and have been instrumental in introducing so valuable an institution as this system, are worthy of the gratitude of mankind. To Alexander Graham Bell, Professor in the Deaf and Dumb Asylum of Cambridge, Massachusetts, belongs the credit of first conceiving the idea of, and bringing the Telephone to its present perfection.

In Baltimore the chief honor of its introduction and arrangement, is due to Mr. A. G. DAVIS, the PRESIDENT of the MARYLAND TELEPHONE COMPANY. He was evidently designed for the mission in which he has been eminently successful.

He was born in *Waterford, New York*, and was early brought under the influence of PROF. SAMUEL F. B. MORSE, the inventor of the Telegraph, to whom he was related, and

by him was educated in the science and uses of the Electric Telegraph. Mr. Morse manifested deep interest in him, and when he was prepared for practical work, had him placed in charge of the Telegraph Office in Poughkeepsie, New York, 1850. His merits as a constructor and operator became known, and he received an appointment on the GRAND TRUNK RAIL ROAD, Canada, where he had charge of, and constructed twelve hundred miles of line. At this time he was only nineteen years of age, and was offered by the English Directors, entire charge of the Grand Trunk Rail Road, which he modestly declined on account of his youth. Professor Morse's estimate of him was expressed in a letter of regret at his leaving America, to follow his profession in the British Possessions.

Mr. Davis remained in CANADA ten years, and then entered the employ of the AMERICAN TELEGRAPH COMPANY, afterwards the Western Union, as one of its Superintendents; and in 1864, was sent to reorganize the lines of the Baltimore and Ohio Rail Road Company, which he did with great efficiency and acceptability.

Mr. Davis was connected with this Road eleven years, during which he pursued the science of TELEGRAPHY, and introduced into Baltimore the manufacture of Telegraphic materials and instruments, and the complete furnishing of lines and offices.

In 1871, he formed an association with MR. J. H. C. WATTS, a most efficient mechanician, whose skill and practical management, have greatly contributed to the extension and complete working of the District Telegraph System. The firm existed as Watts & Co., until 1875, when it was changed to DAVIS & WATTS, the business having developed to such importance and proportions, as to require the undivided attention of both partners.

Mr. Davis has the credit of having introduced here, the GOLD and STOCK PRINTING TELEGRAPH, and the AMERICAN DISTRICT TELEGRAPH COMPANY with its order of Uniformed Messenger Boys.

The firm of DAVIS & WATTS, (see page 428,) have with a quiet, though increasing activity, established a large business, extending to many remote sections of the world. They manufacture Telephone, Telegraphic and Electrical Instruments, and material of all the most approved kinds; and construct and maintain lines in all parts of the country. They control Russia, Spain, Cuba and Demerara. And ship almost daily, their Instruments and goods to Scotland, Denmark and other quarters of Europe.

Their operations have necessitated larger accommodations, and they are about to occupy their four story building on the corner of Monument and Buren Streets, to which they are adding valuable improvements.

The central office of the Maryland Telephone Exchange, is at 121 West Baltimore Street, in the American Building.

We desire to emphasize the growing utility of the Telephone, to meet our business and domestic wants, and to accord to MR. DAVIS and his firm, the honor which is their due, for having introduced and so successfully established such an important branch of business in Baltimore, whose beneficial results are felt and appreciated in every department of life.

The following gentlemen constitute the

BOARD OF DIRECTORS.

ALAN P. SMITH, M. D. JOHN HENRY C. WATTS.

GEORGE R. BLANCHARD, of N. Y. AUGUSTUS G. DAVIS.

FREDERICK L. MOALE.

WILLIAM H. HOFFMAN,

Of Baltimore County.

WILLIAM H. HOFFMAN, the subject of this sketch, whose business and public career extended over a period of fifty years, merits a place among the honorable and useful citizens represented in this volume, who have rendered an important service to our City and State. He should be more widely known than in the circles of his business and social relations, as the effects of his enterprise and character extend beyond them.

He was born at PAPER MILLS, Baltimore County, Maryland, on the Gun-Powder River.

These MILLS were established by his grandfather, WILLIAM HOFFMAN, who with his wife, SUSUANNA, emigrated from Frankfort, Germany, to Philadelphia, about 1765. Having learned paper making in the father land, he hired himself to a Mr. Sheets, until he was enabled to defray the expenses of his voyage; and afterwards rented a paper mill near QUAKERTOWN, Lancaster County, Pennsylvania. With the thrift characteristic of the German people, he made enough to venture for himself, and removed to the Province of Maryland about the year 1776, and settled at PAPER MILLS, near the celebrated MASON'S and DIXON'S Line. The time was one of peculiar interest, as the Colonies were just engaging in the WAR OF INDEPENDENCE.

Manufactures then were of prime importance; the infant REPUBLIC, cut off from the outside world, had special need of men who understood the various branches of manufacture, particularly of Mr Hoffman's. He espoused the cause of the Colonies, and greatly facilitated the government by furnishing it with PAPER. When it adopted a currency, he manufactured the *Paper* for nearly all the CONTINENTAL MONEY; an important historical fact not generally known, and for which the Hoffmans and Maryland, have not received due credit. Comparatively few of our own citizens know it, the general impression existing, that the Continental Paper was made in Pennsylvania, and that Maryland at that period, had no resources for manufacturing.

This identifies WILLIAM HOFFMAN most prominently with our Revolutionary struggle, and shows him to be one of the first to begin the establishment of manufactures in Maryland. The historical incident which led to the employment of his Mill, was the temporary removal of the Seat of Government from PHILADELPHIA to YORK, PENNSYLVANIA, when during its session, the CONTINENTAL CURRENCY was issued.

Mr. Hoffman acquired a large amount of land in the vicinity, which greatly appreciated in value, and became a handsome legacy to his five sons.

His son, PETER HOFFMAN, the father of WILLIAM H. HOFFMAN, inherited the Mill property and conducted the business. He left it by will to him, under whose personal superintendence, it grew to be one of the best Paper Mills in the country. The publishing interests both in Books and Newspapers, the commercial demands for writing and wrapping papers, necessitated a high degree of intelligence and skill on the part of the manufacturer, without which he could not succeed in the competition that ensued. Mr. Hoffman proved equal to the race, and has kept the *pioneer mills* of Maryland, to their position on the course of commercial achievement. With steady nerve, he has advanced, improving the manufacture of paper, introducing often new features and methods both of reducing the *raw material* to pulp, and of working, sizing and calendering the sheets. The history and processes of paper-making and paper uses are interesting as a romance; and one who has been so long and prominently identified with them as William H. Hoffman has, necessarily performed a very important part in the economy of human life.

He has of late years associated with him his three sons, G. W. S., W. E. and J. W. Hoffman, whom he trained to the business. They are still operating the original Mill, having rebuilt it, and have also erected three other large Mills in the county. In these they make all grades of book-paper and news-print, manilla and straw wrapping.

The influence of such an industry as this, venerable in age, yet extensive and vigorous, throughout the State, cannot be estimated. Its relation to Baltimore is very intimate, and it is represented here by George W. S. Hoffman.

MR. HOFFMAN has always taken a comprehensive view of human life, and appreciated the duties and obligations that inhere in its relations, as a citizen and christian. He has ever evinced the spirit and life of the patriot, and by his prominence and recognized wisdom, has been called to important positions by his citizens. He was elected to the State Assembly in 1868, which called a convention for forming a new State Constitution; was a member of the CONSTITUTIONAL CONVENTION in 1864, and exerted a quiet but effective influence in both bodies. He is a Director of the Baltimore and Hanover Rail Road, and is active in all important and useful enterprises.

He has been for many years a leading and official member of the Methodist Episcopal Church, and built at his own expense, a handsome church edifice near PAPER MILLS.

His position forcibly illustrates the Providential control of personal history. The guidance of his grandfather at so early a period to Maryland, as probably the only one skilled to meet the demands of the struggling Republic, in immediate reach of its refugeeing Congress; thus preparing the man from the old City of Frankfort, historically associated with the art of paper-making and printing, and sending him at the very time, to the place where he was needed for the great emergency; raising to him sons, to be followed in succession by their sons, in the same useful and honorable pursuit.

THE NEW YORK
Life Insurance Company,

Commenced business 1845, and had on January 1st, 1880,

Assets amounting to $38,996,952.66
Surplus over all liabilities, more than . 7,000,000.00

Policies issued on all plans, but special attention is invited to **The Tontine Investment Policy,** *which offers peculiar advantages to the insured.*

Trustworthy men residing in any of the States named below, who desire agency contracts on very favorable terms, are requested to communicate with

HENRY R. CRANE,

Manager South-eastern Department, embracing Maryland, District of Columbia, Virginia, West Virginia and North Carolina.

No. 8 SOUTH STREET, BALTIMORE.

THE FIRE PROOF BUILDING COMPANY OF BALTIMORE

Have introduced a most valuable manufacture. The *Prevention of Fires* is far better than their Extinguishment. The Fire-Tax is the heaviest tax to which the people of the United States are subjected. The losses during the four years prior to 1879, carefully calculated, were $327,000,000! Since then, they have been even greater. Add the cost of the Fire Departments, $35,000,000; that of sustaining the Insurance Companies, $30,000,000, and the aggregate is appalling. The larger part of this is caused by our *flimsy and reckless mode of building*. It is the peculiar reproach of this country; for in European Cities, fires are almost unknown, or so confined, as to be speedily put out. Baltimore has been spared a terrible conflagration like those of Portland, Chicago, Boston and other places, only by good fortune; not because her buildings are safer. *The city is full of fire-traps.*

Our citizens should gladly welcome a Company which offers PROTECTION from this dire calamity, at reasonable cost. It manufactures and erects in buildings, hollow concrete blocks, made largely of FRENCH HYDRAULIC LIME OF TEIL, one of the strongest cements known. They are moulded to any required shape or size, for floors, ceilings, roofs, flues or stair-cases; and are specially valuable for *partitions*, being rat and vermin-proof, as well as fire-proof.

Lath and plaster partitions and ceilings are very dangerous, and should be entirely superseded by these.

Between iron beams they are far better than brick, being 60 per cent. lighter, and giving a flat floor and ceiling. Between *wooden joists*, they prevent the passage of fire up or down.

After severe tests, they have been approved by the Public Authorities and leading Architects of New York, and are used in a large number of its finest buildings. Among them the magnificent Coal and Iron Exchange, Western Union, *Tribune*, Lenox Library, Westminster Hotel, Equitable, Drexel, Hudson River Rail Road Freight Depot, also in Peabody Museum, New Haven; the *West Point Military Hospital*, and multitudes of others.

In Baltimore, our eminent Architects, E. F. Baldwin, E. G. Lind, J. R. Niernsee, Dixon & Carson, and others, have placed them in their most important buildings, and commend them highly.

The *entire floors and partitions* of the splendid buildings of the JOHNS HOPKINS HOSPITAL (page 52), and PEABODY INSTITUTE (pages 88, 575), are of this material. It is extensively used in the SAFE DEPOSIT COMPANY (page 451), the new Sacristy of the CATHEDRAL, (page 84), the elegant warehouses of Henry White, southwest corner of Baltimore and Howard Streets, of Armstrong, Cator & Co., and others.

Mr. J. H. Stickney of this city, (pages 749-52), has adopted it in the celebrated PILGRIM HALL at Plymouth, Mass., (page 752), for protecting the venerated relics of the Mayflower and the Pilgrims. In short, so far as the testimony of experts and practical use can establish merit, this Company has a most important and useful work before it in this community.

It is in hands that will do justice to all who may employ them.

PRESIDENT, - - - - - - FRANKLIN WILSON.
SUPERINTENDENT, - - - - - JOSEPH BOSSYNS.
SECRETARY, - - - - - - J. APPLETON WILSON.

OFFICE, - - - - 52 *LEXINGTON STREET,*

SOUTHEAST CORNER OF CHARLES STREET.

1818. THE **1880.**

SAVINGS BANK OF BALTIMORE.

(See Pages 260, 471, 583.)

PRESIDENT, - - ARCHIBALD STIRLING.

TREASURER, DAVID BALDWIN. ASST. TREASURER, S. McD. RICHARDSON.

DIRECTORS:—A. Stirling (page 532), Edward Kurtz, Galloway Cheston, Thomas C. Jenkins, Nicholas Popplein (page 224), Samuel Kirby, George S. Brown (pages 412, 438), Thomas Whitridge (page 787), Solomon Corner, Austin Jenkins, Laurence Thomsen (page 125), Enoch Pratt (pages 218, 346), Henry James (page 188), George B. Coale, Benjamin F. Newcomer (pages 402, 451), Alexander H. Stump (page 418), Claas Vocke (page 519) Theodore Hooper, Richard D. Fisher, Herman Von Kapff (page 519), Charles T. Boehm (page 805), Charles Markell, Hollins McKim (page 269).

Depositors January 1, 1880, 36,461. Deposits, $13,667,002 91.

1847. THE **1880.**

EUTAW SAVINGS BANK OF BALTIMORE.

(See Pages 262, 471)

PRESIDENT, WILLIAM F. BURNS. TREASURER, ROBERT D. BROWN.

DIRECTORS:—William F. Burns, John Cushing, Matthew B. Clark, Walter B. Brooks, (page 532), Daniel M. Thomas, Elisha H. Perkins, William J. Rieman (page 401), John Gregg (Capitalist), George P. Thomas (page 596), William H. Perkins (page 148), Nicholas G. Penniman (page 155), John L. Weeks (page 479), John R. Seemuller, G. A. Von Lingen (page 274), William W. Spence (Capitalist), Francis White (Capitalist, page 628), Christian Devries (page 807), Charles F. Mayer (page 725), Joshua G. Harvey, Francis Burns, Jr., (page 119), Gilmor Meredith (page 220), John E. Hurst (page 739) Robinson W. Cator (page 158), William H. Baldwin (page 693,) George Small (page 743)

Depositors on January 1, 1880, 16,828. Deposits, $5,860,273.87.

1854. **1880.**

CENTRAL SAVINGS BANK.

(See Pages 259, 472.)

PRESIDENT, FRANCIS T. KING. VICE PRESIDENT, JOHN CURLETT (page 472).

TREASURER, WILLIAM E. COALE. ATTORNEY, A. G. BROWN.

DIRECTORS:—George W. Corner, William B. Canfield (page 198) Daniel J. Foley, John B. Seidenstricker (page 306), William Bridges (page 140), Thomas J. Wilson (page 470), George Sanders (pages 121, 806), German H. Hunt (page 723), Christian Ax, Henry C. Smith (page 162) Charles J. Baker (pages 631-5), Dr. J. F. Monmonier (page 430), David L. Bartlett (page 215), Robert Turner (page 240), Hamilton Easter (page 146), William Numsen (page 566), William Woodward (pages 663-7), James Carey, Jesse Tyson (page 225), Samuel Appold (page 163).

Depositors January 1, 1880, 7,522, Deposits, $1,199,099.31.

WILLIAM B. REANEY.

In connection with the card of Messrs. MALSTER & REANEY, on the opposite page, we briefly mention Mr. REANEY, who has identified himself thus prominently with a great department of Baltimore industries. The Biographical sketch of WILLIAM T. MALSTER, at page 753, gives an interesting review of his career, and remarkable rise to the first rank of Iron Builders in this country. Mr. Malster has been peculiarly fortunate in associating with him one who has, like himself, early displayed genius and masterly skill in iron construction.

MR. REANEY was born April 26, 1833, in Philadelphia. His father, THOMAS REANEY, was the senior partner of REANEY, NEAFIE & Co., Engineers and Iron Ship Builders in Philadelphia. He educated his son in his own Works, carefully training him in every part of the business, as he designed him to be a thorough constructing and consulting Engineer. The son soon manifested his aptitude for the business and advanced rapidly, and on January 1st, 1857, when but twenty-four years of age, was appointed Engineer and Superintendent of the Works. While in this position he designed the machinery for the Sloop-of-War *Lancaster*, and the Merchant Steamers *Kensington* and *Habana*, (afterwards converted in the Confederate cruiser Sumpter); also the machinery for *Ice Boat No.* 1, of Philadelphia. He relinquished his position January 1, 1860, and in the following month, (February,) in connection with his father, he established Ship Building and Engine Works at Chester, Pennsylvania, where were built three Monitors and twelve Iron Steamers for the United States Government, and a large number of Iron Steamers for the Merchant service, ranging from 500 to 2500 tons burthen.

In 1873, he retired from the active business of construction, and was engaged as Superintendent and Consulting Engineer in Philadelphia; also acting as Chief Inspector in the United States for the Bureau Veritas, for classifying Iron Steamers built in this country. Under his supervision, there were built many vessels, varying from 1,000 to 5,000 tons. During this period he designed and superintended the construction of the Girard Point Elevator in Philadelphia, and the Canton Elevator for the Northern Central Railway in Baltimore.

This latter enterprise having introduced Mr. Reaney to Baltimore, as a favorable place for his department of science and industry, he entered into partnership with Mr. Malster, January, 1879. Since then they have added to the former large operations of the works, and taken a number of great contracts, among which is an Elevator for the Pennsylvania Rail Road Company at Jersey City,—capacity 1,500,000 bush.—designed by Mr. Reaney.

They leased and are now occupying the Baltimore Dry Dock at Locust Point, where they removed in January 1st, 1880.

This young, vigorous firm is constructing great works here and abroad, which will remain enduring monuments of their skill, and add to the reputation of Baltimore, in their department.

JOHN E. MARSHALL,

BUILDER,

AND SUPERINTENDENT OF

Johns Hopkins Hospital & New Chamber of Commerce Buildings,

OFFICE—No. 371 East Monument Street,

BALTIMORE.

(See Page 899.)

(See Pages 670-78.)

WM. T. MALSTER. WM. B. REANEY.

COLUMBIAN IRON WORKS
AND DRY DOCK.

MALSTER & REANEY,
IRON AND WOODEN SHIP BUILDERS,

MANUFACTURERS OF

Marine and Stationary Engines and Boilers and Machinery,

IRON AND BRASS CASTINGS,

and Forgings of all Description.

AMPLE WHARF ACCOMMODATIONS

Whilst Vessels are Repairing.

SIMPSON'S

Improved Basin Dry Dock,

CAPABLE OF DOCKING VESSEL 450 FEET LONG, DRAWING

20 FEET OF WATER AT LOW TIDE.

LOCUST POINT,

Baltimore, Md.

JAMES BUCKINGHAM, President. ROBERT FULTON, Sec. and Treas.
JOHN L. TURNER, Superintendent.

THE

Zanesville Woolen Manufacturing Co.

JEANS, FLANNELS, YARNS AND CASSIMERES,

Office, Salesroom & Factory, SOUTH END OF THIRD ST.

ZANESVILLE, OHIO.

THIS Mill is located in the centre of the best wool growing district in the United States. Its facilities for manufacturing are unexcelled. The Baltimore and Ohio Rail Road, Pittsburg, Cincinnati and St. Louis Rail Road, and a water connection, via Muskingum River with the Ohio River at Marietta, give it direct and cheap freight connections with all parts of the country.

From the start, this Mill has used nothing but pure stock in its various manufactures, and has a reputation second to none, for the quality of its productions.

INDIGO BLUE CLOTHS AND YARNS A SPECIALTY.

Any of the above named goods made on specifications.

State or Private Institutions, Military Companies, or any one buying goods for personal use, will find it to their interest, to use its make of goods.

Address,

Zanesville Woolen Manufacturing Co.

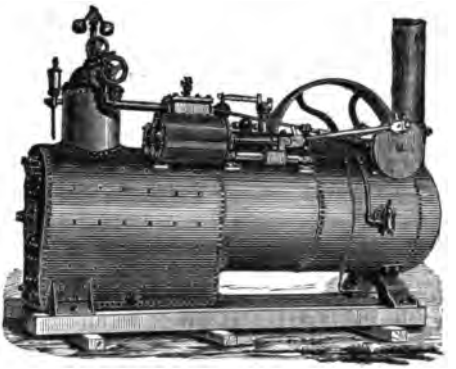
ZANESVILLE, OHIO.

H. & F. BLANDY,

ZANESVILLE, OHIO.

Branch Office and Ware Room,

55 SO. CANAL ST., CHICAGO, ILLS.



MANUFACTURERS OF

Improved Slide-valve Stationery Engines and Boilers

FROM 10 TO 500 HORSE-POWER.

ALSO THE CELEBRATED WORLD RENOWNED

Improved "Blandy" Patent Portable Engines & Boilers

FROM 6 TO 40 HORSE-POWER.

AND IMPROVED PORTABLE CIRCULAR SAW MILLS OF ALL SIZES.

Over 6,000 of them in successful operation scattered over the whole world,—in Australia, Africa, Europe, South America, Pacific Slope, and all the Territories and States of the Union—used exclusively by the United States Government.

Universally pronounced the best lumber making machinery in existence.

Also Edgers, Bull Wheels, Log and Lumber Trucks, Grist and Flouring Mills, Shingle Machines, Pulleys, Turned Shafting, Hangers, Mill Gearing, Saw Gummers, Saw Gauges, and Swages, Oil and Tallow Cups, Whistles, &c., &c.

We keep on hand a large stock of Gum and Leather Belting, Gum Hose, Circular Saws, Files, Wrenches, Boiler Tubes, Steam and Water Gauges, Steam Pumps, Lead Pipe, Babbit Metal and General Machinists' Supplies.

We are specially prepared to make estimates and bids for Architectural Castings, such as Lintels, Window Frames, Door Frames, Arches, Pillars, &c. We have just completed the iron work for the Custom House and the Fullerton Avenue Conduit, both at Chicago, Ills. Address,

H. & F. BLANDY,

Zanesville, Ohio.

COMMERCIAL AND FARMERS'

National Bank of Baltimore.

(See Page 477.)

PRESIDENT, . . JESSE SLINGLUFF.
VICE PRESIDENT, JOSEPH H. RIEMAN. CASHIER, . . JOHN D. EARLY.

DIRECTORS.

JESSE SLINGLUFF, of Slingluff & Co., (pages 463–792) Manufacturing Chemists.
AUGUSTUS J. ALBERT, Hardware Importer and Jobber, (Retired.)
WM. G BANSEMER, of Wm. G. Bansemer & Co., Grocery and Commission Merchants.
WM. R. DEVRIES, of Wm. Devries & Co., Dry Goods Jobbers, (pages 144, 527.)
WILLIAM CARMICHAEL, Victualler, (Retired.)
JOHN CUSHING, President Associated Firemen's Insurance Company.
Jos H RIEMAN, of Henry Rieman & Sons, Capitalists.
G. A. VON LINGEN, of A. Schumacher & Co. (pages 62, 274), Shipping and Commission Merchants, Agents of European Steam Lines.
W. J. H. WATTERS, of Armstrong, Cator & Co., Wholesale Importers and Jobbers of Silk, Millinery and White Goods, (page 159.)

THE FIRST NATIONAL BANK

Of Fairmount, West Virginia.

ORGANIZED, 1853.

CAPITAL, - - - - - - - - - $100,000.

President—JACOB C. BEESON, *Cashier*—JOSEPH E. SANDS.

DIRECTORS.

BENJAMIN FLEMING. ZEBULON MUSGRAVE.
HARRY FLEMING. WILLIAM E. WATSON.

Baltimore has an interest in this vigorous Bank, not simply on account of its locality, and our commercial intercourse with West Virginia, but because it was in part at least, the child of her enterprise and capital.

The leading Jobbers of Baltimore have always felt the necessity of encouraging the capital and industry of the States contiguous to Maryland, and have been forward to invest their own means in many enterprises, designed to develope and foster their trade with us.

Johns Hopkins, (page 554,) William Devries, (page 526,) George W. Howard, Daniel Miller, (page 572,) Charles F. Mayer, (page 519,) R. B. Latimer, David Sprigg and others, having subscribed for a considerable portion of the Stock, the Bank was organized as the BANK OF FAIRMOUNT, Marion County, Virginia. Thomas G. Watson was elected the first President; the other Presidents in succession were, John S. Chisler, 1855; E. R. Hall, 1861; Oliver Jackson, 1862, Jacob C. Beeson, 1873.

Realizing the importance of having for a Cashier, an officer of undoubted and exceptional abilities, not only for the discharge of his ordinary duties, but to give the Bank favor and prominence in public and commercial estimation, both in Baltimore and its own section, the office was offered to CHARLES R. COLEMAN of this city, then in the MERCHANTS BANK of Baltimore, now the highly esteemed Cashier of the NATIONAL MECHANICS BANK of Baltimore—capital, one million dollars. Mr. Coleman however declined, and we were not deprived of his honorable and useful career as a valuable Bank officer and citizen.*

Upon the declination of Mr. Coleman, George H. Sprigg, then also in the Merchants Bank of Baltimore, was elected and accepted. His reputation extended in connection with the young Bank, and he was elected, and still is, Cashier of the York (Pennsylvania) Bank, now the York National Bank, capital, five hundred thousand dollars, one of the most important financial institutions in this great section of Pennsylvania, from which, especially York County and City, Baltimore has continuously received valuable trade, and citizens, who have become leading merchants and manufacturers among us. (See page 743.)

In 1858, Mr. Sprigg was succeeded by THOMAS F. CONAWAY. On April 2, 1862, the present Cashier, JOSEPH E. SANDS, was elected, having been a clerk in the Bank since 1855. He was sent to the Bank of Fairmont by JOHNS HOPKINS and DANIEL SPRIGG, to assist George H. Sprigg, the Cashier. Mr. Sands was born September 10, 1835, near Annapolis, Anne Arundel County, Maryland, which has furnished many successful men, (see page 663.)

Mr. Sands' election was a testimony of the Board, to his efficient and satisfactory discharge of his duties in the Bank. He is regarded, not only in the Bank, but in Fairmont, as one of the most proficient Bank officers and useful citizens.

The present President of the Bank is JACOB C. BEESON, a native of Martinsburg, West Virginia, who has occupied the position for twelve years, is universally esteemed, and has by his personal characteristics, as well as official conduct, greatly contributed to popularize the Bank and secure its list of valuable customers. He is now sixty-five years of age; has been an active and successful business man all his life, having acquired very valuable and handsome property in Fairmont and elsewhere.

BENJAMIN FLEMING has been a Director of the Bank since its organization, and through more than a half century of active business life, has contributed a valuable part in the development of his section. He has always enjoyed a high reputation among his citizens, who have often sought his counsel and influence in public affairs. He was a member of the State Legislature, during an important and stormy period.

A. BROOKS FLEMING was the Attorney and a Director of the Bank from 1861 to 1876, when, having been chosen Judge of the Circuit Court of the second district of West Virginia, he sundered all official connection with it, and disposed of his bank stock. Though his relations to the Bank were of the most pleasant character, his view of the Judicial position would not permit him to hold any pecuniary interest in causes which might be litigated in his court.

His withdrawal from the Bar was greatly regretted, especially by the merchants of Baltimore, whose accounts in his section, he managed.

His strict integrity, satisfactory settlements, and prompt remittances, gave him great favor and reputation among the merchants dealing with his section of the State.

The Directors erected and completed on July 4th, 1875, a remarkably handsome and

*NOTE.—This brief allusion to Charles R. Coleman gives me occasion for a just acknowledgment of his constant and active friendship for my enterprise of which he was an early friend, when it was only in the germ. To his safe counsel, encouraging words, and personal co-operation, I owe much of the success that has attended my efforts. Appreciating the present value and future results of the work, he has strengthened my faith in its success, stimulated my courage, and quickened my energies, by his ready and valuable influence. G. W. H.

substantial Bank Building, embracing all the most approved appointments and security against fire and burglary.

The Fairmont Bank was converted into a National Bank, May 10th, 1865. It has had a very successful career; never failing to pay its regular semi-annual dividend. It has satisfied all the proper demands of the community, encouraged the development of the agricultural, mineral and trading interests of that section, and in all respects, exerted the most satisfactory influence upon Fairmont and the surrounding country.

Fairmont, the county seat of Marion, West Virginia, is well located on the Baltimore and Ohio Rail Road, on the west side of the Monongahela River, seventy-nine miles east of Wheeling. Opposite is the town of Palatine, containing stores and factories, connected by a costly and substantial bridge five hundred and twenty-five feet long.

The Fairmont Bank, by reason of its origin and history, we shall always regard as closely identified with Baltimore.

Its Baltimore correspondent is the Traders' National Bank.

FARMERS AND MERCHANTS
NATIONAL BANK,

N. W. Corner of Lombard and South Streets.

Chartered, - 1810.
National Bank, 1865.

Capital, - $650,000.
Surplus, - 130,000.

President, JAMES SLOAN, Jr. *Cashier, EDWARD S. BEALL.*

DIRECTORS:

J HANSON THOMAS, M. D.
ISRAEL M. PARR, (pages 133, 470), of Israel M. Parr & Son, Commission Merchants.
T. ROBERT JENKINS, (page 392), of T. Robert Jenkins & Son, Wholesale Provision Dealers.
OTHO H. WILLIAMS, of William Howell & Son, Shipping and Commission Merchants.
JOSEPH B. BRINKLEY, (page 101), of J. B. Brinkley & Sons, Fruit and Oyster Packers.
EDWARD HIGGINS, JR., of Higgins, Cobb & Co., Auctioneers and Commission Merchants.
JAMES SLOAN, JR., (pages 548, 804).

This Bank is the Depository for the State of Maryland.

Presidents—William Grahame, elected 1810; Judge Nicholas Brice, elected 1819; Dr. J. Hanson Thomas, elected 1841; James Sloan, Jr., elected 1879.

Cashiers—John Duer, elected 1810; John Loney, elected 1840; James Mott, elected 1856; James Sloan, Jr., 1861; Edward S. Beall, 1879.

Safe Deposit and Trust Company of Baltimore,
Nos. 9, 11 and 13 SOUTH STREET.

AUGUST, 1880.

PRESIDENT, B. F. NEWCOMER. VICE PRESIDENT, FRANCIS T. KING.

DIRECTORS:—William T. Walters (page 765), of William T. Walters & Co.; Samuel M. Shoemaker (page 261), of Adams Express Company, capitalist; Henry Shryock, capitalist; Hollins McKim (page 269), of McKim & Co., Bankers; William F. Burns (page 831), President of Eutaw Savings Bank.

E. Otis Hinkley, Counsel. William A. Wisong, Treasurer.

SEE PAGES 265, 451, 473.

NATIONAL MECHANICS BANK,

S. E. COR. OF CALVERT AND FAYETTE STS.,

Opposite Barnum's City Hotel and the New Post Office Building.

CHARTERED, 1808. NATIONAL BANK, 1863. CAPITAL, $1,000,000.

President—ROBERT T. BALDWIN. Cashier—CHARLES R. COLEMAN.

DIRECTORS.

ROBERT T. BALDWIN, (page 804,) President.
THOMAS C JENKINS, Capitalist.
GEORGE S. BROWN, of Alexander Brown & Sons, (pages 412, 437 and 506,) Bankers.
GEORGE W. WARD, (page 780,) Retired Hardware Merchant.
WILLIAM F. LUCAS, Lucas Brothers, Publishers and Stationers.
S. HAMILTON CAUGHY, of Noah Walker & Co., (page 273,) Clothiers.
ROBERT LEHR, (page 451,) of Brothers Boninger, Tobacco, Ship'g and Com. Merchants.
THOMAS DEFORD, of Deford & Co., (pages 161, 346, 439,) Leather Merchants.
ROBERT GARRETT, of Robert Garrett & Sons, (pages 269 and 650,) Bankers.

PRESIDENTS.

1. John Weatherburn.
2. James Mosher.
3. Richard Carroll.
4. Philip E. Thomas, pages 569.
5. George Brown, " 437, 569.
6. John B. Morris, " 323.
7. Michael Warner, page 261
8. George S. Brown. " 73
9. Robert T. Baldwin," 451

CASHIERS.

1. Dennis A. Smith.
2. Stephen Honeywell.
3. John Brice.
4. William H. Murray.
5. James W. Alnutt.
6. Charles R. Coleman, 1855, (page 827)

Western National Bank of Baltimore,

EUTAW STREET, ONE DOOR NORTH OF THE EUTAW HOUSE.

Chartered as a State Bank in 1835, (See Page 264.) **Converted into a National Bank, 1865.**

President, JOSHUA G. HARVEY. Cashier, WILLIAM H. NORRIS.

DIRECTORS.

WILLIAM F. BURNS, President of Eutaw Savings Bank, (pages 262, 471.)
WALTER B. BROOKS, " Canton Company, (pages 768, 532.)
CHARLES F. MAYER, " the Consolidation Coal Co. of Md., (pages 519, 725.)
MATTHEW B. CLARK, Flour and Commission Merchant, (Retired.)
WILLIAM S. YOUNG, of George Young & Co., General Commission Merchants, (page 775).
DERICK FAHNESTOCK, of D. Fahnestock & Co., Bankers and Brokers, (page 530.)
T. HARRISON GARRETT, of Robert Garrett & Sons, Bankers, (pages 269, 650.)
FRANCIS BURNS, JR., of Wilson, Burns & Co., Wholesale Grocers and Commission Merchants, (pages 119, 627.)
GEORGE F. SLOAN, of George F. Sloan & Brother, Lumber Merchants, (pages 188, 246.)
J. G. HARVEY, (Retired,) Provision Merchant.

EXECUTIVE OFFICERS SINCE ITS ORGANIZATION IN 1835.

PRESIDENTS.

1. Samuel Jones, Jr., 1835, (page 595.)
2. *Chauncey Brooks, 1843, (see Dedication, pages 3 and 529)
3. Joshua G. Harvey, 1880.

CASHIERS.

1. Thomas Phœnix, 1835.
2. Thomas Spicer, Jr., 1842.
3. James H. Carter, 1845.
4. James Harvey, 1852.
5. William H. Norris, 1859.

*Died suddenly, at his residence adjoining Druid Hill Park, May 18th, 1880, at a venerable age, in his eighty-seventh year, universally lamented, as one of the most useful and prominent business men of Baltimore.

NATIONAL UNION BANK OF MARYLAND.

(SEE PAGES 264, 550.)

President, WM. W. TAYLOR.* **Cashier, ROBERT MICKLE.†**

Assistant Cashier, WM. H. WELLS.

DIRECTORS.

WILLIAM WOODWARD, (page 668), Founder of Woodward, Baldwin, Norris & Co., Dry Goods and Commission Merchants.
JAMES E. TATE, of Tate, Muller & Co., (page 810), Shipping and Commission Merchants.
JAMES CAREY, of James Carey & Co., (page 161), Wholesale Boots and Shoe Dealers.
JAMES HODGES, of Hodges Brothers, (pages 150, 610), Importers and Jobbers of Dress Goods, Notions, &c.
SAMUEL H. ADAMS, of S. H. & J. F. Adams, (pages 192, 448), Builders and Contractors.
LEWIS N. HOPKINS, of L. N. & J. S. Hopkins, (page 787), General Commission Merchants.
JOHN STELLMAN, of John Stellman & Sons, (page 142), Importers of Hosiery and Notions.
WILLIAM A. WILLIAR, of Williar, Dall & Co., (page 149), Dry Goods, Commission.
CHARLES W. LORD, of Lord & Robinson, Wooden and Willow-ware Merchants.

Executive Officers since the Organization in 1804.

PRESIDENTS.—William Winchester, November, 1804; Henry Payson, July 2d, 1815; Thomas Ellicott, October, 1819; Hugh W. Evans, July 7th, 1835; John M. Gordon, July 8th, 1845; William W. Taylor, July, 1861.

CASHIERS.—Ralph Higginbottom, April 17th, 1804; Thomas Ellicott, July, 1819; Jonathan Pinkney, Jr., November 11th, 1819; Robert Mickle, October 7th, 1830.

William H. Wells, elected Assistant Cashier, May, 1878.

*Page 548. †Page 547.

HENRY BLANDY,

Of Zanesville, Ohio.

The name of Henry Blandy is familiar to the older merchants of Baltimore, and is held in high estimation by those with whom he had commercial dealings.

Forty years ago he was a customer of Baltimore, and his house constituted one of the early links connecting us with the growing West. It is then highly proper to represent the great establishment he founded in our Work, (as on page 825), and make this brief personal reference to him.

He was born in Bristol, England, in 1810, where he received a collegiate education, intending to enter the ministry.

He came to America in 1832. Following the course of emigration he went to Zanesville, in 1834, and began in the Iron Furnace and Forge business, with Judge Blockson, J. T. Fracker and Lloyd Dillon, under the firm name of DILLON, BLANDY & Co. The West was then too young for many such enterprises as this, and the business proved a failure. Mr. Blandy lost every dollar of his investment; not loosing heart however, but urged by his misfortune he started anew; and yet in spite of his skill and indefatigable industry, he met a more disastrous failure than the first, not only losing everything, but becoming burdened with debt.

He had however in his business and social relations to the community, maintained a pure character, and always exhibited qualities of rigid integrity and sterling honesty. At this period of his misfortune, he was obliged to take benefit of the bankrupt law, and was by it entirely relieved of his debts, so that his creditors had no legal claims on him. When, however, prosperity returned crowning his renewed efforts, he voluntarily

approached his creditors and paid every cent, principal and interest, to date of settlement. Under the protection of the legal statute, he recognized the higher claims of the moral law, and was not satisfied until he had discharged them.

He then formed a partnership with his brother, F. J. L. BLANDY, in the Foundry business. In this they were very successful, and were enabled to extend their operations, adding new features, as the development and demands of the West required. They introduced the building of Locomotives, which notwithstanding the rivalry of the older shops in the East, became an important branch of their business. They, with a third partner, built a rolling mill for the manufacture of Rails, located at Ironton, Ohio, and had enlisted very largely in railroad work, when the failure of their partner, and the depression of Railroad Stocks, caused them grave trouble, which however by indomitable energy and unflinching courage they overcame. After this they suspended Locomotive building, having suffered great losses, in one instance, forty thousand dollars. They then began the manufacture of Portable and Stationary Engines, Saw Mills, and all kinds of machinery, (see page 825), in which they have been eminently successful. In 1866, their works in Zanesville were burned, involving a loss of two hundred thousand dollars; having other extensive shops at Newark, Ohio, their work was not suspended; the Zanesville Shops were at once rebuilt, and have since had a career of uninterrupted prosperity, even during the protracted depression, beginning with 1873, in which iron interests suffered more severely than any other.

During this chequered career, HENRY BLANDY preserved a life of integrity and honor; became one of the most prominent citizens of Central Ohio, exerting wide and beneficial influences in business and social affairs. Every department of business in Central Ohio, mercantile, manufacturing and agricultural, felt the force of his activity from the spheres of his own operations, so extended were his relations.

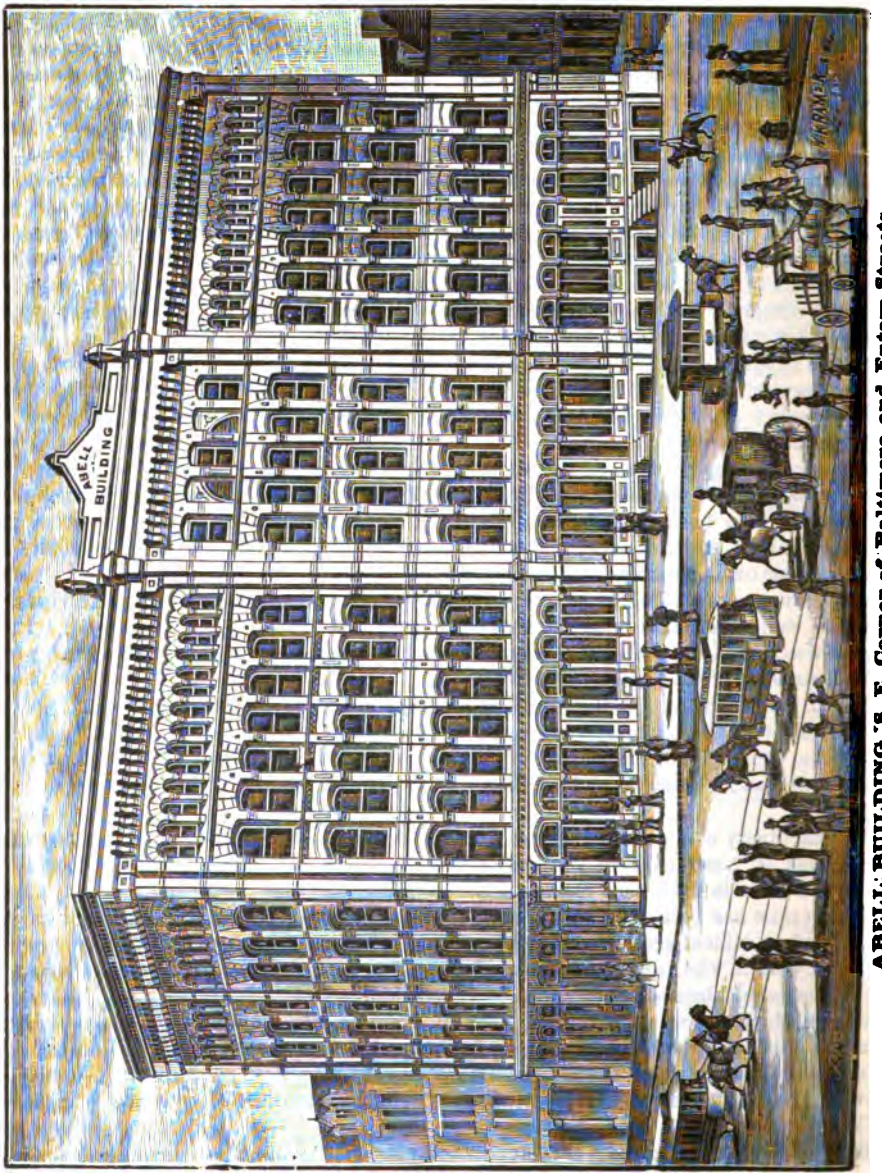
He was a man of philanthropic heart, and was generous to a fault. His soul seemed never so well satisfied, as when he was doing good. He died August 26th, 1879; his funeral was attended by thousands eager to manifest their regard for his memory, and to attest their sense of his loss.

F. J. L. BLANDY continues the works, maintaining their reputation and extending their custom, enjoying like his brother, universal esteem. He is President of the Union Bank, Zanesville, Ohio; also of the McIntyre Building Association, the Furnace Coal Company of Shawnee and Zanesville, and a Director of the Brown Manufacturing Company of Zanesville.

The machinery manufactured by this firm is sent to all parts of the world, being extensively used in Australia, New Zealand, Africa, Europe, South America and the Pacific Slope, as well as in the United States.

ZANESVILLE has been peculiarly blessed in the character of her leading men; a large number of prominent gentlemen in business and professional pursuits have been and are identified with it, who have attained a wide or national reputation. Notably among these are Ebenezer and Jeremiah Zane, John McIntyre, Moses Dillon, Sr., Lewis Cass, Henry Stanbery, Hugh J. Jewett, S. S. Cox, Noah H. Swayne, Richard Stillwell, Charles C. Converse, Ebenezer Buckingham, Charles B. Goddard, Solomon Sturges, Alvah Buckingham, Peter Black, James Taylor, Sr., Daniel Brush, The Brothers Guthrie, Samuel Howard, (page 461), Charles C. Russell, Moses M. Granger, Moses D. Wheeler and Schultz & Co.

Many of the past and present citizens of Zanesville and Central Ohio were from Maryland, who constitute links between the two states, creating valuable social and commercial relations.



ABELL BUILDING, S. E. Corner of Baltimore and Entaw Streets.

THE ABELL BUILDING.

The new magnificent Warehouses erected by A. S. ABELL of the "Baltimore Sun," (page 660), are among the most conspicuous, recent improvements. They are five stories high, built of the best Baltimore Press-brick, with white marble trimmings, relieved with Terra-cotta mouldings and Blue-stone. The style is very handsome, and different from any other buildings in the city, combining gracefulness with massiveness. There are two warehouses fronting on Baltimore Street, 52 feet; on Eutaw, 172 feet, and on German, 52 feet. The first story is of Iron, handsomely constructed, all the upper stories of Brick. The windows throughout are of the best *French Plate Glass*. The store-rooms, counting-rooms, private offices and wash-rooms, are fitted up in elegant style with hard wood finish, and are furnished with all the modern conveniences and comforts. In each store there are two Hydraulic Elevators, and four fire and burglar-proof vaults; a dry paved basement extends under both tenements and the adjoining side walks, being thirteen thousand square feet in extent. The situation is most eligible and desirable; at the intersection and in the near vicinity of all the City Passenger Railways, opposite the Eutaw House, not far from the Baltimore and Ohio Rail Road Depot, amid the leading Jobbing Houses of the City.

Mr. Abell having, by his own indefatigable industry, built up the leading Journal of Baltimore, has acquired a large fortune, from which, he is now and has for some years been liberally expending money, in the erection of handsome residences and business edifices, thus extending and improving the city, increasing its taxable basis, and giving employment to artisans, mechanics and laborers. This we regard as the highest form of assisting struggling humanity; for while it supplies the means of support, it gives employment, encourages industry, and offers no premium to indolence. Mr. Abell has, in addition to the buildings erected, purchased some fine structures, among which are the elegant Iron Warehouses occupied by Messrs. HURST, PURNELL & Co, (page 739).

In no other way could a capitalist contribute more to the activities and extension of the trade, and the general prosperity and reputation of his City.

ROSS CAMPBELL & CO.

IMPORTERS

AND

Dry Goods Commission Merchants

S. E. COR. SHARP AND GERMAN STREETS,

McCreery Building, (SEE PAGE 695.) **BALTIMORE.**

ROBERT C. WATSON. J. M. C. BARTHOLOW.

WATSON & BARTHOLOW,

DRY GOODS COMMISSION MERCHANTS,

47 and 49 Worth Street, New York.

19 Sharp Street, Baltimore.

☞ J. W. FRANKLIN IN CHARGE OF BALTIMORE HOUSE.

B. N. BAKER. J. S. WHITELEY.

BAKER, WHITELEY & CO.

AGENTS AND SHIPPERS

—OF—

BITUMINOUS COAL.

—OFFICE:—

15 SOUTH STREET,

(Over the FRANKLIN BANK, See Page 263.)

BALTIMORE.

Shipping Piers:

CANTON,

Eighth Ave., Baltimore Harbor.

BAKER, WHITELEY & CO.

This firm, whose advertisement appears on the opposite page, is composed of two young Baltimoreans, BERNARD N. BAKER, son of CHARLES J. BAKER, and JAMES S. WHITELEY, son of CALVIN WHITELEY, of Townsend, Whiteley & Co. The firm was constituted April, 1876.

The origin of the business was with Mr. Baker, whose experience in the Canton Chemical Company's Works, taught him the superior value of the CLEARFIELD SEMI-BITUMINOUS COAL for making steam. Having induced other manufacturers to use it, with like results, he proposed to the owners of the CLEARFIELD COUNTY Mines in Pennsylvania to establish an agency here, for the sale and shipment of the Coal. The favor with which it had been received, determined them to accede to his request, and the above firm was organized, and the Clearfield Operators constituted it their agent.

Valuable and convenient wharf property was obtained at CANTON, in the immediate vicinity of many large factories, founderies and furnaces, among which we may name, the Stickney Iron Furnace, Pope & Cole's Copper Smelting Furnace, Wendell Bollman's Patapsco Bridge and Iron Works, Pannell's Cheasapeake Furnace, the Canton Elevators, Abbott Iron Company and Anderson Brothers Iron Furnace, to whom the introduction of this coal in Baltimore has proved the saving of thousands of dollars per annum.

The introduction of Clearfield Coal was in 1876. At that time, most of the Industries used Cumberland Coal, and it was with some difficulty that they were induced to try it, and hence the amount at first received was small. The practical results of its use, however, soon increased the demand, its value became more widely known, and the firm enlarged their accommodations for receiving and shipping, expending twenty-five thousand dollars in wharves and piers, from which they deliver and ship by cars, vessels and canal boats, at minimum cost, to any part of the country and coast—large amounts going each year to the West Indies, competing successfully with English Coals. The result of their enterprise is, that they have become strong competitors with the Cumberland and other coals that once had the monopoly of this market, many consumers preferring the Clearfield Coal at the same prices

The Coals sold by Baker, Whiteley & Co., are specially adapted for steam vessels, and they supply the majority of the foreign transient steamers taking bunker coals at this port. Their trade with the ocean steamers and foreign ports is very large and increasing. The majority of these steamers prefer Baker, Whiteley & Company's Coals to the "North Country Coals" of England. In point of consumption, steam generating power and absence of cinder and slag, Clearfield Coals are equal to the best WELSH COALS.

The demand at this Port for Bituminous Coals for manufacturing purposes, steamers, railroads, &c., has made the coal interest one of the largest and most important. The Maryland and West Virginia fields within a short period, almost entirely supplied the demand. PENNSYLVANIA was regarded chiefly as our source of supply for *Anthracite Coal*. It was assumed that her *Bituminous* Deposits were far inferior to the *Cumberland*. Practical tests, however, demonstrated their richness and purity, especially of the CLEARFIELD COUNTY Deposit.

BAKER, WHITELEY & Co., receive and keep on hand very large amounts of this Coal, freshly mined, receiving directly from the cars of the Northern Central Railway, (page 811), over which they are large shippers. They own a number of *Lighters*, by which they load Steamers with quick dispatch day or night. The Coals are weighed at the CANTON PIERS, *under the supervision of the Engineer of the Steamship purchasing them.*

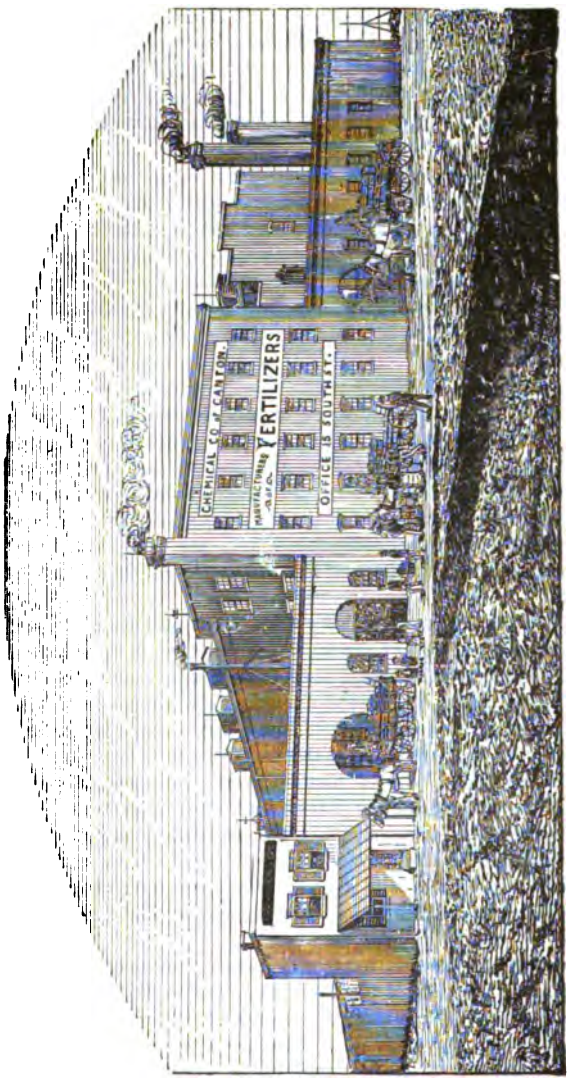
BAKER, WHITELEY & Co., have for three years had the Government Contract for supplying the MARINE Service, coaling at Baltimore, the Contract formerly filled from the CUMBERLAND Mines.

THE CHEMICAL COMPANY OF CANTON,

Manufacturers of Sulphuric Acid, Fertilizers, &c.

Office at BAKER BROTHERS & CO.

32 & 34 SOUTH CHARLES STREET.



This important interest at CANTON, was established in 1878, and speedily grew to become one of the principal Fertilizing Manufactories of Baltimore. It is located on one of the most desirable and convenient portions of Canton, with a fine water front, being one hundred and fifty by nine hundred feet, having a water depth of twenty feet. The property embraces over five acres of ground, the FACTORY with yards covering a considerable portion of it. It is constructed upon the most approved plan, with the best machinery, adapted to the manufacture and manipulation of Fertilizers. There are four acid chambers, producing four hundred carboys per diem; the capacity of the Works is twenty thousand tons per annum.

The Company manufacture principally Sulphuric Acid and Phosphates, using pure Bone, and the CHARLESTON, S. C., Deposit, and under the superior management and personal inspection of the Secretary, B. N. BAKER, their goods have attained the first-class reputation and standard value. Their principal Brands are: *Baker's Standard, Pure Dissolved Raw Bone, Pure Dissolved South Carolina Bone,* (under a special process of their own). All their brands are warranted.

MR. BAKER, the Secretary, by education as well as experience, is thoroughly proficient in this department. He pursued a course of Analytical and Applied Chemistry under DR.

GENTH of Philadelphia, and graduated in chemistry at the celebrated SHEFFIELD SCIENTIFIC SCHOOL of Yale College, under PROFESSOR JOHNSON.

He entered into and assumed the management of these WORKS with this complete preparation, and enthusiasm, and has succeeded to his own and the Company's satisfaction.

The Company is constructing *covered wharves*, with a depth of two hundred and twenty feet, capable of accommodating six vessels at one time. These are connected by Rail, with all parts of the Factory and Yards, so as to secure the greatest economy in labor and expense of shipping.

The business of the Company extends from Pennsylvania to Louisanna, Southward; to the Western States, Ohio, Indiana and Missouri, and shipments are now being made to New York and some of the New England States. The Factory is connected immediately by rail and sea, with all points of the United States, and the goods are shipped at the least cost, without delay, to every section of the country.

B. N. BAKER is a member of the firm of Baker, Whitely & Co., large shippers of the Clearfield Semi-bituminous Coals, of which we have written on page 835.

President, CHARLES J. BAKER. Secretary and Manager, BENARD N. BAKER.

DIRECTORS:

CHARLES J. BAKER, of Baker, Brothers & Co, (pages 232, 631), Baltimore Glass Works.
WILLIAM G. HARRISON, President Baltimore Fire Insurance Company and Union Rail Road Company, (pages 283, 786).
GEORGE W. DAVISON, of William Davison & Co., Manufacturers of Varnishes, White Lead, &c., (page 225).
WILLIAM BAKER, JR., of Baker Brothers & Co.
BERNARD N. BAKER, Chemist.

THE GASTON GAS COAL MINES,

near Fairmont, West Virginia.

JAMES BOYCE. JAMES O. WATSON. A. BROOKS FLEMING.

The Gas Coal Deposit in the Fairmont region of West Virginia, has long since been demonstrated among the best gas producing coal in this country.

The particular Tract of which we write, comprises about one thousand (1000) acres of the best portion of the coal measure of that locality. It is owned by three gentlemen; James Boyce of Baltimore, James O. Watson and A. Brooks Fleming, (page 827), of Fairmont. MR. WATSON is one of the most experienced and successful miners of coal in the country, having devoted much of his life to the study of mining, opening and operating mines. He has been favorably connected with the trade of Baltimore for forty years. He resides in Fairmont, and personally superintends the mining and shipping to market the coals of the mines.

MR. BOYCE attends personally to the sales and shipment of the coals here, and regulates the financial affairs of the business.

The association of these gentlemen, although a private partnership, is commonly called THE GASTON GAS COAL COMPANY, by which it is known in the trade.

The purchase of this property was made upon a thorough examination of the quality, thickness and position of the veins; all subsequent workings have more than verified the results of that examination; all practical trials and uses have determined this Coal to be equal to that of any other section for the manufacture of Gas. So well has it become

known that large orders are being filled constantly for Chicago, Illinois, Burlington, Iowa, Sandusky, Ohio, St. Louis, Missouri, Galesburg, Illinois, and other Western Cities. These mines also supply many Northern, Eastern and Southern Cities and Towns.

To accommodate the large and growing trade, the owners have made complete arrangements for the coal as it comes from the mines, and for the miners; and have built a railroad connecting the mines with the Baltimore and Ohio Rail Road at Fairmont, which they have supplied with locomotives, cars and side tracks. The Company has built houses, stores and shops, which have received the name of Gaston Village. The accommodations at Locust Point in Baltimore Harbor, (page 321), built according to the plans of Mr. Boyce, and on his own account, consist of extensive wharves and the only Iron Piers in this city; here ten vessels can be loaded at one time, and there is ample room for receiving and shipping coal on consignment and to order.

MR. BOYCE has been identified with the Coal interests in Baltimore for over thirty years, having become one of the largest individual proprietors and miners of bituminous or semi-bituminous coals in the country.

He was born in CHESTER, Orange County, New York, January 8th, 1823; went to New York City at an early age; until sixteen years of age he was clerk in the grocery trade, when in 1839, he entered as clerk in a coal office, and continued until 1842, when he began the business on his own account. In connection therewith, he became interested in the Cumberland Coal Fields of Maryland, and other Maryland and West Virginia mines. These he operated himself, building up a large trade. He became a Stockholder and the General Agent for one of the largest Coal Companies in Maryland; was afterwards elected President of the FRANKLIN COAL COMPANY OF MARYLAND, and became the sole owner of its property and franchises, in 1864; and also soon after, of the George's Creek Mining Company of Maryland.

His influence upon the growth of this great interest, in the development of the mining properties, and the increase of our manufacturing and steam navigation interests, has been and is very valuable. To encourage shipping, he has for years made it his practice to take an interest annually in one or more new first class Schooners, thus to increase Baltimore's carrying power, and stimulate shipping interests. His connection with the Gaston Gas Coal Mines has contributed largely to give us the reputation of furnishing the best Coals for illuminating purposes.

ANALYSIS BY S. CALVERT FORD,

U. S. INSPECTOR OF GAS AND METERS, FOR THE DISTRICT OF COLUMBIA.

I have made a careful Chemical Analysis, and Practical Assay of an average sample of the Gaston Mine Coal, and obtained the following results, which has been more than verified by practical working:

VOLATILE MATTER.	Gas, Tar, etc.	36.17		
	Sulphur,	.53	39 60	
	Water at 212° F.	.90		
COKE.	Fixed Carbon,	54.92		
	Sulphur,	.59	60 40	
	Ash,	4.59		
				100

PRACTICAL RESULTS.

The Gaston Mine Coal of Fairmont, West Virginia, is first-class for Gas purposes, affording a very handsome yield, 12185. cubic feet to the ton; the Gas is of superior quality, five cubic feet being equal to 16.51 candles, by the Old Standard Argand Burner.

The same consumption, with the New London Argand Burner, which is the accepted standard in England, gives a light equal to 17.89 candles.

The Coke is of fine quality, burns freely and gives a good heat, 1852. pounds produced from one ton, 2240 lbs. of Coal.

WASHINGTON, D. C., March 22d, 1879. **S. CALVERT FORD.**

THE MARYLAND UNION COAL COMPANY.

_____ President; JAMES BOYCE, (Baltimore), Treasurer; JAMES BOYCE, JR., (New York City), Secretary; H. CRAWFORD BLACK, Superintendent.

DIRECTORS.—James R. Keene, New York City; James Boyce, Baltimore; Joseph A. Sprigg, Baltimore; Isaac Prince, Jr., Baltimore; William C. Kimball, Baltimore.

This Company was organized under the Laws of Maryland in 1879, with the mining property owned, and the business created by, JAMES BOYCE, (page 898), of Baltimore. As intimated in the article on the GASTON GAS COAL MINES, (see opposite page), Mr. Boyce, by indefatigable energy, had become one of the most extensive individual owners and miners of Soft Coals in the country. His business career has been one of uninterrupted success, in which he has materially aided in demonstrating the superior quality of the Coals of Maryland and the advantages of Baltimore, as a Port of supply.

The properties he owned and worked, viz: the *Franklin*, the *Georges' Creek*, *Hammel* and *Midland Mines*, all adjoining, are located about one and a half and two and a half miles from PIEDMONT, West Virginia, and comprise together about two thousand acres. This property is located at the extreme south end of the celebrated GEORGE'S CREEK COAL BASIN. This determines its superior value; for the Coal Deposit is in the shape of an immense wedge, with its thick part to the south. This property then, is a part of the widest, thickest and purest portion of the WEDGE. It embraces the "*Big Vein*" and all the small veins that underlie the *entire* GEORGE'S CREEK REGION, the choicest section of which, as intimated, is contiguous to the Baltimore and Ohio Rail Road at PIEDMONT. It contains four working veins; the top being seven feet thick; the second, fourteen; the third, six; the last eight; thus giving a bed of thirty-five feet, with intervening strata of hard slate, admirably situated and adapted for the roofing of the mines. The bottom of the fourteen feet or Mammoth Vein is very pure, separated from the upper portion by a thin layer of soft soapstone only. The Coal is the best quality of SEMI-BITUMINOUS; the best known for manufacturing purposes and generation of steam. The results of its consumption by railroads, steamers and large factories, determine it to be from fifteen to twenty-five per cent. better and more economical than the coal from the mines of other States.

The Coal known as "BOYCE'S FRANKLIN," has no superior, even in this rich Coal region, since it is mined from the best portion of the vein.

The MARYLAND UNION COAL COMPANY, organized by Mr. Boyce and others, purchased this valuable property of Mr. Boyce, he retaining a large interest, and the mines are now operated by the Company. The mining, selling and general management are conducted by MR. BOYCE, Treasurer, or under his supervision, whose offices are in the NEW AMERICAN BUILDING, BALTIMORE.

The New York business is conducted by JOHN WHITE, President, and JAMES BOYCE, JR., Secretary, at Nos. 3, 5 and 7 Smith's Building, Courtland Street, New York.

The Boston Agents are MESSRS. F. H. ODIORNE & Co, 86 State Street, Boston.

We have alluded to the Wharves and Iron Piers at Locust Point, the property of Mr. Boyce. They are very extensive and complete. The Piers are the only Iron ones at this Port. They were completed at a heavy cost, by WENDELL BOLLMAN, (page 218), who has great reputation for this species of Iron construction. They extend into the river in the form of a V, at which ten vessels may be loaded at one time. There is large space on the wharves for receiving and shipping on consignment. Thus the Company's facilities for transfer, shipping and handling are complete, enabling it to deliver the coal in the best condition at the lowest possible cost. Delivery is by rail, ship or canal.

Besides its large buisness in the East, the Company is extending its trade rapidly to the West, in the very heart of the Great Coal Regions there—to Kansas, Missouri, Iowa, Illinois, and many points in the intermediate States.

The location of the Mines at PIEDMONT, gives this Company a decided advantage; as this is the station on the Baltimore and Ohio Rail Road, from which the Western shipments are made. The demand for Lake shipments is largely increasing. The Coal is shipped by Rail to SANDUSKY, and thence by Lake to CHICAGO, MILWAUKEE and other points. These two enterprises, with which Mr. Boyce is connected, and which are mainly due to his enterprise, are sources of great wealth to Baltimore, and exert valuable influences on her trade and industries.

"THE CLARENDON."

There has always existed in Baltimore the felt want of just such a Hotel, as this one gives every prospect of supplying. It is peculiarly appropriate that it should have originated with and be conducted by the YOUNG MEN'S CHRISTIAN ASSOCIATION, one aim of whose mission is to counteract the evil agencies that exist in large cities, and provide healthful associations and influences for young men and others removing to or tarrying in them.

Hotel and Boarding House associations are among the most powerful, into which young men especially are thrown. The question of a boarding or tarrying place, has both moral and financial bearings; and as the charges of first-class houses are beyond the reach of the majority, the problem of combining low charges with cleanly apartments, good wholesome food, and proper associations, has been one difficult to solve. Many individual attempts to meet the case have failed, and the field has been mainly left to third class restaurants with bar-rooms attached, where tables and rooms are provided at cheap rates, the profits being made at the bar and faro table.

Some of the gentlemen connected with the Young Men's Christian Association of Baltimore, at the suggestion and urgency of one of their number, whose practical experience taught him the necessity of the movement, obtained a lease of the Merchants Hotel on the corner of Hanover and Pratt Streets, which they have thoroughly renovated and repaired, transforming it into a fine, clean and comfortable House.

The entire exterior has been painted, the iron balcony hung with wire baskets of flowers, plants and vines, giving it an attractive appearance. The interior has been painted, the walls handsomely papered, and the parlors and rooms carpeted. There are six stories, comprising about sixty rooms, capable of accommodating about two hundred guests. The dining-room is very neatly finished and furnished, the kitchen supplied with every modern convenience. There is a Restaurant on the first floor, for the accommodation of the public, and any who may prefer to board on the European plan. A spacious, comfortable reading room is on the second floor next to the office. A tour of personal inspection enables us to say, that all the appointments and arrangements of the "CLARENDON," surpass anything of the kind we have ever seen.

It is proper to state here, that while the "CLARENDON" has not been established as an investment or speculation, it is not a Charitable Institution like the FRIENDLY INN, (also under the auspices of the Association), where the poorer class are provided with lodgings and food; that will be maintained elsewhere as an entirely separate affair. The CLARENDON will be conducted as a first-class Hotel and Boarding House, to accommodate transient guests, and prominent citizens who are boarding. It furnishes young men

and men of moderate means in business and the professions, a comfortable home, surrounded by influences that are all elevating and healthful. The prices are one dollar and a quarter per day for transient guests, and from three dollars and fifty cents to six dollars per week for permanent boarders, according to the location of rooms. A pleasant social air will pervade the house; there will be social, musical, literary and religious reunions, at which all the guests will be welcome. No one can fully estimate the beneficial results of this enterprise. Our merchants, manufacturers and great corporations, who together have thousands of young men in their employ, must necessarily become deeply interested in its welfare. Apart from its moral influence upon those young men themselves, it will be of incalculable value to the employers, by its agency in protecting them from the evil associations of the city.

There are thousands of young men, clerks, mechanics and students, and others whose wants will be fully met by the "Clarendon."

The Executive Committee in charge of the enterprise is composed of J. FRANK SUPPLEE, CHAIRMAN, of the House of Daniel Miller & Co.; Martin Hawley, H. P. Adams, H. W. Eastman, Charles J. Taylor and J. V. L. Graham.

To Mr. Supplee's generosity and active efforts, we are largely indebted for the success of the enterprise thus far. A number of our citizens have contributed funds to establish it, and a considerable amount will be needed until it becomes self-sustaining.

Mr. Thomas T. Horney, with whom the plan of the enterprise originated, is in charge, and by a practical experience fully appreciates the needs of young men in a large city.

O. BREHME & CO.

IMPORTERS

AND

COMMISSION MERCHANTS,

No. 85 GERMAN STREET,

BALTIMORE.

G. TAYLOR JENKINS,

COMMISSION DRY GOODS,

21 Sharp Street,

BALTIMORE.

RESIDENCE OF JACOB TOME, and the CECIL NATIONAL BANK, at PORT DEPOSIT, MD.

(SEE PAGES 678, 676-77.)

HENRY CLAY MILLER.

When we inserted the biographical sketch of Daniel Miller in this volume, (page 572), we had no conception that we would record the death of one of his sons.

The sudden departure of HENRY CLAY MILLER, from the House of Daniel Miller & Co., (of which he was the acknowledged head), and from the community, caused universal

H. Clay Miller

regret and sorrow. His personal qualities endeared him to a large circle of friends, his commercial character and success, commanded for him the highest confidence and admiration of the business world, and his genial spirit and generous conduct, caused his death to be mourned by many outside of his family circle. He was the second son of Daniel Miller, and was born in Lovettsville, Loudon County, Virginia, February, 1843.

Henry Clay Miller was educated in the public schools, having graduated in the Central High School, now Baltimore City College, (page 335), in 1854, at the head of his class. The second of the Peabody Prizes was awarded to him, that being the first year when they were conferred.

Henry after his graduation, entered the Commercial House as a clerk; beginning his business life at the foundation. Mr. Miller was gratified to find his son possessed of rare mercantile qualifications; quick to learn, industrious in habit, persevering in effort, and calm in judgment, he discovered in him the germ of the complete merchant, and advanced him, as his superior judgment determined him to be qualified for the higher positions.

On January 1st, 1865, he was received into the firm. Thus at the early age of twenty-three, he undertook the responsible duties of a partner, when the circumstances of the trade, and especially his House, demanded of its leaders, calm judgment, unshrinking courage and prudent action. He combined the vivacity of youth with the wisdom of experience, and his influence became felt throughout all departments of the House, and soon pervaded the Jobbing interest. Among the employees of the House, he became very popular; he manifested for them, active personal interest, attaching them to himself as well as to the House.

At the death of the father, July 23d, 1870, the responsibilities of the House devolved upon the sons, who nobly sustained them. Their training at home and in the business, well qualified them for this. It was soon manifest, that in many respects, HENRY was to assume the father's place, and in the division of labor, manage the financial affairs of the firm and the outside interests. When once he took the reins, he held them with a steady hand. Success attended all his operations; and with the able and cordial co-operation of his brother, Theodore K., and others in their respective departments, their trade largely increased, and they have reflected additional honor on the House.

The firm has never been tempted to depart from its legitimate business, to outside operations, and HENRY resisted many specious offers for individual speculations. He was not allured by visions of fabulous wealth, obtained by magic manipulation of fancy stocks. Ambitious for success, he would rise only by the plain path of industry and truth. He surprised even his most intimate friends, by his matured wisdom and assured action, and that reserve force and ability which always appeared when occasion demanded. Playful as a child in the family and social circle, he was intrepid on the arena of trade; quick to discern an opportunity, and bold to encounter any force. Some men are born merchants, some are made; Henry Clay Miller was richly endowed by birth and training, for the ranks he nobly filled and so early left. Seldom do we find in the annals of mercantile life, a record altogether like his. His career gives a fine illustration of the value and fruits of moral and christian training, in business pursuits. The continuance and success of the House of Daniel Miller & Co., are due primarily to this. The principles and views which Daniel Miller sought to instill into his sons and employees, derived from the Word of God, are those, without which there is no true success.

There are other mercantile establishments in Baltimore, successfully perpetuated by sons that give strong confirmation of this truth, to some of which, allusion is made in this volume. To young men, HENRY CLAY MILLER'S record is an example, showing that early and eminent success is attainable by close adherence to rectitude of character and commercial dealing.

Under the influence of his home and Church instruction, HENRY united with the Central Presbyterian Church of Baltimore, of which he afterwards was an official member, and in which his brother, Theodore K. Miller, is now a *Ruling Elder*. Subsequently he was identified with the Brown Memorial Presbyterian Church, (page 436.)

With the enthusiasm and energy of the youthful partners, the business of the house increased to such an extent as to require more spacious accommodations; and arrange-

ments were made last year with the Trustees of the Johns Hopkins University Fund, for the erection and occupancy of the grand warehouses now approaching completion, on Sharp street, between Lombard and German streets, whither many of the great Jobbing Houses are removing. The building is five stories high with a basement, extending from Sharp to Liberty streets, being forty-five feet front on Sharp and seventy-one feet on Liberty, giving a depth of one hundred and eighty feet. It is built of fine press brick, with stone trimmings and iron columns and supports. The appointments are most complete and arranged with special reference to the business and needs of the House. It was especially under Henry C. Miller's directions, that the plans and specifications of the new warehouse were perfected, and he was looking forward with bright anticipations, when he was suddenly seized with fatal disease, and died in the full assurance of Christian hope, on August 1st, 1880, at his suburban residence, "Spring Hill," Baltimore County, Maryland, from which his body was conveyed to "Greenmount."

On the occasion of his funeral, the Jobbing and Commission Houses of the trade were closed, and a large concourse of merchants and citizens attended, realizing the great loss the trade and city sustained in his death.

Though but thirty-eight years of age, he had accumulated a considerable fortune, which he distributed judiciously to his family and associates in business.

HENRY CLAY MILLER'S financial abilities were recognized very early in his career, and he was chosen Director in a number of corporations, among which were the National Exchange Bank, Ashland Manufacturing Company, Washington Fire Insurance Company, and was a member of the Board of Trade.

The House will be continued as DANIEL MILLER & Co., being composed of THEODORE K. MILLER, ROBERT C. DAVIDSON, J. FRANK SUPPLEE, and WILLIAM R. and DANIEL MILLER, who have renewed their connection with the House, since the death of their brother, all of whom were trained in the House. Mr. Davidson was born in Lunenburg county, Virginia, resided in Richmond during the war, came to Baltimore and entered the House as shipping clerk in 1866. His connections and services were esteemed by the Brothers Miller so highly, that he was received as partner on January 1st, 1878, and now has charge of the Counting Room, embracing the credits and collections. Mr. Supplee, a native of Baltimore, graduate of the Baltimore City College, was received into the House 1868, and became a partner on January 1st, 1878. He has charge of the Notion Department, which, under his management, has grown to large proportions. Mr. Theodore K. Miller, also a graduate of the City College, has charge of the outside departments, managing the sales, in the near-by and remote markets. Thus classified and equipped, the House continues, and will proceed on its original basis, each of the partners sustaining a like high character with the founder of the House and his Son, their late associate. They are Christian men, actively engaged in their respective churches—Miller Brothers in the Central and other Presbyterian Churches; Mr. Davidson in the Eutaw Place Baptist, (pages 41, 75), and Mr. Supplee in the Mount Vernon Place Methodist Episcopal Churches, (pages 65, 66.)

It is not the purpose of this article to eulogize HENRY CLAY MILLER; the record he has left is a better eulogium than we can write. It is an encouraging, animating sight to see a young man, while yet the pulse of life beats high, long ere the period arrives, when ambition lulls, passion subsides, and experience has written *vanitas vanitatum* on all earthly things, planting himself immovably upon the solid basis of facts and principle, attesting the infinite superiority of honesty and truth, and finding, in the consciousness of duty well done, and trusts faithfully executed, the highest satisfaction.

Young Miller has honored the honorable vocation of the Merchant in an exceptionally brief career, out of which will spring influences as lasting as time. The effects of his enterprise will always be felt in Baltimore, even if his name should be forgotten.

THE CARROLLTON HOTEL,

(SEE PAGE 263.)

MAJ. F. W. COLEMAN, Manager.

BALTIMORE had for many years felt the need of more and better hotel accommodations, when in 1871, a number of prominent citizens and merchants, realizing the necessity of having a House commensurate with its commercial character and importance, formed a stock company for the purpose of erecting a first-class Hotel, on Light, German and Baltimore Streets, the site of the "Old Fountain Inn," one of the distinguished institutions of the past. The Building was completed in 1873. It is six stories high, with mansard roof and tower, having the main front on Light Street, and a fine facade on Baltimore Street, with the Ladies entrance, and elegant Drawing and Reception Rooms.

The completion of this Hotel was quite an event in Baltimore; being the only one built and owned by the merchants, in the purposes of whose erection, every intelligent citizen felt personally interested, and being also a decided departure from, and improvement upon, the Hotels of the past. It was named THE CARROLLTON, in honor of the distinguished Marylander, CHARLES CARROLL OF CARROLLTON.

Its location is peculiarly convenient, being in the midst of and near to all the leading Jobbing and Shipping Houses, and on Baltimore Street, our great thoroughfare, connected by city passenger cars with all parts of the city, churches, places of amusement, parks, &c.

The building contains three hundred and fifty rooms, all of them, pleasant, light and finely furnished. Many of them are spacious, elegant apartments, fitted up as family rooms, special guest and bridal chambers, having private bathing and toilet rooms. Each floor is provided with bath rooms, water closets, hose, fire extinguishers, electrical call-bells and clocks run by electricity according to standard time. There are three wide stairways equally apportioned in the building, each affording abundant opportunity of escape in the event of fire; there is also an *iron fire escape* on the outside of the building, in a wide alley, connecting with each floor; a large luxurious Elevator runs from the office floor to the top of the building. Day and night watchman are constantly on guard.

The office floor is a spacious Saloon, with tesselated marble in black and white; on the same floor are the Billiard Rooms, Gentlemen's Sitting Rooms, Barber Shops, Stores, and the entrances to the DINING ROOMS, of which there are two, that compare favorably with those of the leading hotels in other large cities.

The Kitchen, its cooking apparatus and arrangements, are on the most approved plan.

The Hotel is heated by steam furnaces and radiators, producing in winter a pleasant atmosphere throughout the halls and rooms. Telegraph and Telephones connect the office with all parts of the city, country and world.

In these and all other respects, the CARROLLTON is a first-class Hotel, affording entertainment, comfort and a home equal to the best in the country. Perhaps its most decided feature is its *homelike* character. The guests are received and entertained with a refined and agreeable welcome, that destroys at once the feeling of strangeness in a strange land. The cold, mercenary attentions, characteristic of many hotel proprietors and clerks, have no place in the CARROLLTON.

Of the TABLE, we have no hesitation in saying that it is not surpassed. Baltimore possesses peculiar advantages in her markets; the production of her waters, bay shores, fruit and vegetable gardens, surpass those of any other Atlantic City. Our receipts from the

South, the West Indies and other Islands, combine with our own products, to give us every facility for an abundant, rich and luxurious provision of our tables. THE CARROLLTON fully avails itself of these advantages. When the CARROLLTON was opened February 22d, 1879, COL. R. B. COLEMAN, formerly of the Eutaw House, subsequently of the Coleman House, New York, assumed the management, having been elected by the Directors, as the one most competent to conduct the new and important enterprise. COLONEL COLEMAN, had attained high reputation in Baltimore and New York. He was induced to assume control of the Eutaw House by JOHN W. GARRETT, President of the Baltimore and Ohio Rail Road and owner of the House, and other public spirited citizens interested in the commercial enterprises of the city. He began his Hotel career with the ASTOR HOUSE, New York, which he kept from 1837 to 1856, during which period it attained its greatest renown. It was then regarded as the Hotel of New York; he subsequently managed the St. Nicholas in New York, and the International at Niagara Falls.

In 1879, his Son, MAJOR F. W. COLEMAN, who had enjoyed the best opportunities for learning hotel-management, having been associated with his father in various departments of his houses, was appointed by the Board of Directors, Manager of THE CARROLLTON. He is a Civil Engineer by profession, served gallantly in the late war, and thus possesses the executive ability necessary for administering the affairs of the Hotel.

The relations which this Hotel sustains to Baltimore, the influence it does and can exert upon its trade, and the possibilities it possesses to attract strangers and dealers to the city, ought to make every citizen, but especially business men, its active friends.

Such a Hotel as this, so completely identified with the commercial interests of the city, is one of the most valuable auxiliaries to the trade, with which every commercial traveler going out from a home concern, should be well acquainted, and convey wherever he goes, information of its character and attractions—not only his city, but his mercantile House will be thereby a gainer.

BALTIMORE AND OHIO RAIL ROAD,

Central Office Building.

Corner of Baltimore and Calvert Streets.

For years, it has been the purpose of the President and Directors of the Baltimore and Ohio Rail Road Company, to erect a Central Office Building, commensurate with the business of the Road and worthy of the City, which is its largest stockholder. Its erection has been necessarily postponed to the present, for substantial reasons, partly on account of the late protracted depression of the industries of the country, and to effect and complete the extensions and connections of the Road to all sections, so as to build the edifice on a scale suited to the increase of business arising from these.

The *site* is not only one of the most prominent, but of historical interest, as it was that of the old Baltimore or Peale's Museum, for many years the place of attraction, especially for strangers in the city.

The original design of the building is seen on page 819. The continual expansion of the volume of business demanded a larger one, and the Company purchased the adjoining property, the Brown Building, forty-four feet on Baltimore Street, from the estate of Mr. GEORGE BROWN, giving an entire front on Baltimore Street of one hundred and two and a half feet by one hundred and four and a sixth feet on Calvert. Upon this the magnifi-

cent edifice is now being erected, which will rival any building of the kind in the country. It will be seven stories high, constructed of the best Baltimore pressed brick, granite and Cheat River stone.

The first story is of massive granite battered walls, smoothly dressed, and enriched with carved band courses and lintels. The first floor will be occupied by the Ticket, Telegraph and Baltimore and Ohio Express offices, Freight Solicitors and Agents. The second, third, fourth and fifth stories are of pressed brick, with heavy Cheat River stone trimmings, and Terra Cotta ornamentations, consisting of Tiles or Slabs, containing the Baltimore and Ohio Rail Road Monogram, Rosettes and figures of Railroad designs.

The second floor will contain the offices of the President, Vice-Presidents, the Assistants and Treasurer's Department. The third floor will be appropriated to the Directors' Room and General Freight Department. The fourth floor will be used entirely by the Auditor's Department.

The sixth and seventh floors comprise the mansard roof and will be used for minor offices, telegraph operators, storage, &c. Two large Elevators will give quick communication to all parts of the building.

The best plate glass is used throughout; the arched windows in the second story having beautiful stained designs in the upper sash. The main entrance on Baltimore Street is very handsome, the porch supported by polished granite columns. The style is in the Renaissance, a composite of Romanesque with the Gothic.

The location is the most convenient for all purposes, being near the leading Hotels, the United States Post Office, the New Chamber of Commerce Buildings, and the Shipping and Jobbing Houses.

The architect is E. F. BALDWIN, who is distinctively a Baltimorean, the grandson of a distinguished merchant of the past, Basil S. Elder, (page 463), and has attained eminence in his profession, without going abroad to seek it.

The construction of the building has been placed in the hands of S. H. and J. F. Adams the well known builders of this city, which is a sufficient guarantee that it will be done in the most complete and workmanlike manner.

Their reputation for substantial and fine work, is not surpassed by any builders in the country.

OFFICERS AND DIRECTORS OF THE BALTIMORE AND OHIO RAIL ROAD COMPANY.

John W. Garrett, President; John King, Jr., 1st Vice-President; William Keyser, 2nd Vice-President; Robert Garrett, 3rd Vice-President; William M. Clements, Master of Transportation; William H. Ijams, Secretary and Treasurer; William T. Thelin, Auditor; John Bradshaw, Master of Road; John C. Davis, Master of Machinery; Louis M. Cole, General Ticket Agent; Charles K. Lord, General Passenger Agent; Milton M. Smith, General Freight Agent; Nicholas S. Hill, Purchasing Agent; James L. Randolph, Chief Engineer; E. Francis Baldwin, Architect.

DIRECTORS FOR 1880.

ON THE PART OF THE STOCK.		ON THE PART OF THE CITY.	ON THE PART OF THE STATE.
William F. Burns,	Samuel Kirby,	George R. Berry,	Joseph B. Brinkley,
Galloway Cheston,	Decatur H. Miller,	C. W. Chancellor,	George Colton,
William Donnell,	J Spear Nicholas,	Michael Coakley,	Outerbridge Horsey,
John Gregg,	Henry C. Smith,	W. Starr Gephart,	(of Frederick Co.)
Joshua G. Harvey,	William W. Taylor,	John N. Holthaus,	J. Carroll Walch,
John King, Jr.	G. A. Von Lingen,	John G. Medinger,	(of Harford Co.)
		B. F. Ulman.	

ESTABLISHED 1818.

BURNS, RUSSELL & CO.

Manufacturers of

BRICKS and TERRA COTTA

FOR

ORNAMENTAL FRONTS OF BUILDINGS,

No. 30 Columbia Avenue,

BALTIMORE.

ALEXANDER H. RUSSELL.

(SEE PAGE 248.)

The House of BURNS, RUSSELL & Co. was established 1818, by the late FRANCIS BURNS, of whom we have written on pages 635-628, who died December 28th, 1879, at the venerable age of eighty-seven.

In 1832, he became associated with Alexander Russell, Jr.; their partnership continued for twenty-eight years, until the death of Mr. Russell. By them the business was built up, and great improvements introduced in Brick making. They were constantly enlarging their yards as Baltimore grew, and furnished a large portion of the Brick for the erection of its buildings, and by the superior character of their make, created a valuable outside demand.

In 1840, WILLIAM F. BURNS was received into the firm, and ALEXANDER H. RUSSELL in 1865, both sons of the two proprietors. William F. Burns became prominently identified with great financial interests, and retired from the firm in 1372. He is President of the Peoples Gas Company, and Eutaw Savings Bank. MR. RUSSELL devoted himself exclusively to the Brick manufacture and trade, and on the foundation so well laid by Francis Burns and his father, Alexander Russell, has erected a vast business, extending beyond the city, to other sections of the country.

Mr. Russell determined that as Baltimore had the best clay in the world, so she should continue to produce the best Brick with every improvement. He so convincingly demonstrated the superiority of his Bricks over those of other cities, that the demand for them greatly increased among architects, builders and capitalists, erecting expensive buildings in New York and elsewhere. Their color as well as their symmetry and durability, attracted attention, and after the erection of the first houses of them in New York City, the decision in their favor became general among those building brick edifices. Among the many buildings in New York constructed of them, is the New York Tribune Building; Western Union Telegraph Building; The Buckingham Hotel, Fifth Avenue and opposite the New Roman Catholic Cathedral; Cornelius Vanderbilt's, (Son of W. H. Vanderbilt,) new Residence, Fifth Avenue; also Mr. George Kemp's Residence, Fifth Avenue. These are some of the most elegant and conspicuous edifices in New York. Mr. Russell is also sending large quantities of Brick to Cincinnati, Chicago and other Western Cities, in which many grand buildings have been constructed of them. Among these are the Cincinnati and Chicago Club Houses, and numerous private residences. In BALTIMORE, he has furnished and is furnishing the Brick for multitudes of public and private buildings. He is now supplying the Brick for the JOHNS HOPKINS HOSPITAL BUILDINGS, which will require over thirty millions, fifteen millions having been delivered;

the Warehouses, building for DANIEL MILLER & Co., by the Trustees of Johns Hopkins University, on Sharp Street, of which S. H. and J. F. Adams are the contractors; he has the contract for supplying the NEW CHAMBER OF COMMERCE; of this, John E. Marshall, (page 899), is the Builder. The large experience of these prominent builders has determined upon the value and reliability of this Brick.

The fronts of the ABELL BUILDING, (page 832), and the Baltimore and Ohio Rail Road Central Office, corner of Calvert and Baltimore Streets, &c., &c., are also built of Mr. Russell's Brick. He manufactures all kinds of Brick, but makes a *Specialty* of his HAND PRESSED BRICK. These are distinguished for their perfect shape, clear cut edges, smooth surfaces, and color. They have a permanent cherry-red color, that does not fade or become stained by the action of the atmosphere and rains.

He has two hundred styles of moulded Bricks, and is adding others from time to time. Mr. Russell this year has combined with his Brick business, the manufacture of TERRA COTTA, for ornamenting fronts and other portions of buildings. This has proved a great success, specimens of which are seen in Henry White Building, at corner of Howard and Baltimore streets, and many others. This species of ornamentation is growing in favor, and architects and builders are extensively adopting it.

Mr. Russell has now five yards at work with fifteen Kilns, and manufactures from eleven to twelve millions Brick annually, and occupies five hundred thousand feet of sheds and area of drying floors. He employs two hundred and sixty hands, and maintains through his enterprise a large laboring community.

Few, if any of our citizens are aware of the extent, and value of his business operations. They are of immense service to Baltimore, extending its name throughout the country in the most conspicuous manner, and bringing to it large amounts of money, to employ and help to sustain its industries.

DAVID C. FULTON,

LATE OF CARLIN & FULTON,

Wholesale Dealers and Importers of Hardware.

(SEE PAGE 155.)

The recent decease of DAVID C. FULTON was greatly lamented in the commercial as well as domestic circles.

He was born in Loudon County, Virginia, to which Baltimore is indebted for a number of her business men who became prominent, especially in her Jobbing trade. His steps were providentially directed hither early in his life.

In 1856, he formed a partnership in the hardware business with Edward Jessop, as Jessop & Fulton. They continued until 1863, when Mr. Jessop sold his interest to Mr. J. F. Carlin of Alexandria, Virginia, and the firm became CARLIN & FULTON. The business steadily increased, the correspondence of the firm extending over many States, South and West. In 1870, J. F. BRADENBAUGH was admitted to the firm.

MR. FULTON died August 1st, 1880. The House is continued as Carlin & Fulton by surviving partners.

Mr. Fulton was highly esteemed as a citizen and business man. Though of a retiring disposition he was active in many useful and benevolent ways, and was sought by others for responsible positions and trusts. He was a Director in the Franklin Bank, (page 806). He was prominently connected with the Bethany Independent Methodist Church, from its origin, of which he was a Steward, (page 86).

The House continues a most successful business, under the firm of CARLIN & FULTON, the partners being J. F. CARLIN and J. F. BRADENBAUGH.

BRYANT, STRATTON & SADLER
BUSINESS COLLEGE,

Nos. 6 and 8 North Charles Street.

W. H. SADLER, · · (See pages 276, 479.) · · President.

This Institution, founded by W. H. Sadler, the President, seventeen years ago, has demonstrated not only the value, but the necessity of business colleges. The present era demands a most accurate knowledge of the principles of trade, and a thorough training of those entering a commercial career.

The BUSINESS COLLEGE arose from a felt necessity; it was as truly a demand, as the literary, scientific and theological schools; and it has subserved as valuable a purpose in its sphere. That many have attained eminent success without its training, does not argue against its necessity. In the literary, scientific and professional vocations, many have attained the first rank without collegiate training.

There are exceptional cases in every department of life, who rise to prominence and wealth without the training of the schools. Ordinarily, he who enters upon his vocation with a previous accurate understanding of its fundamental principles and methods, has a vast advantage over him who has not. By the nature of the case, the Commercial College can place the graduate in possession, not only of the theories, but the practice of business. The College is really a business house, in which the students are carried through all the transactions of a commercial establishment.

The INSTITUTION of which we write, has long since become recognized as essential to Baltimore.

MR. SADLER, the worthy president, has labored with persistent and jealous care, to perfect its every department, and make it worthy of its high mission. In a very few years, his work was crowned with success. From his graduates, our leading business and professional men, he has received flattering testimonials. The former speak in the highest terms of the proficiency of the clerks and book-keepers, whom they have received from his College.

Mr. Sadler's aim is not merely to make proficient business men of his students. He takes a high view of the responsibilites and mission of his College. He regards moral character and correct habits, as the most important constituent elements of the business man. Thus with accurate and exhaustive instruction, he enjoins the cultivation of personal character, and obedience to the rules of morality and social order, without which no business man can permanently succeed. He is in a position, largely to determine the character of the future business community; as the moulding influences which his hundreds of young men feel, will abide with them, affecting all their subsequent life. He should be warmly sustained and encouraged, in view of the far reaching results of his work. It is exceedingly important to have the coming generation of tradesmen actuated by strict integrity; to understand and revere the spirit of righteous dealing, and be fortified against the temptations of the market and counting-room. This we conceive to be the aim of Mr. Sadler's Business College.

Its bearings on Baltimore are important. It brings to the city, thousands of young men from other sections, to prepare for the business of life; thus creating strong ties between their localities and Baltimore; or becoming attached to the city, they either remain here active men of trade, or establish wherever they settle, relations with us, that will be to our commercial advantage.

MR. SADLER has accomplised a work and established an Institution, which will long abide a source of benefit to Baltimore, and an honor to himself.

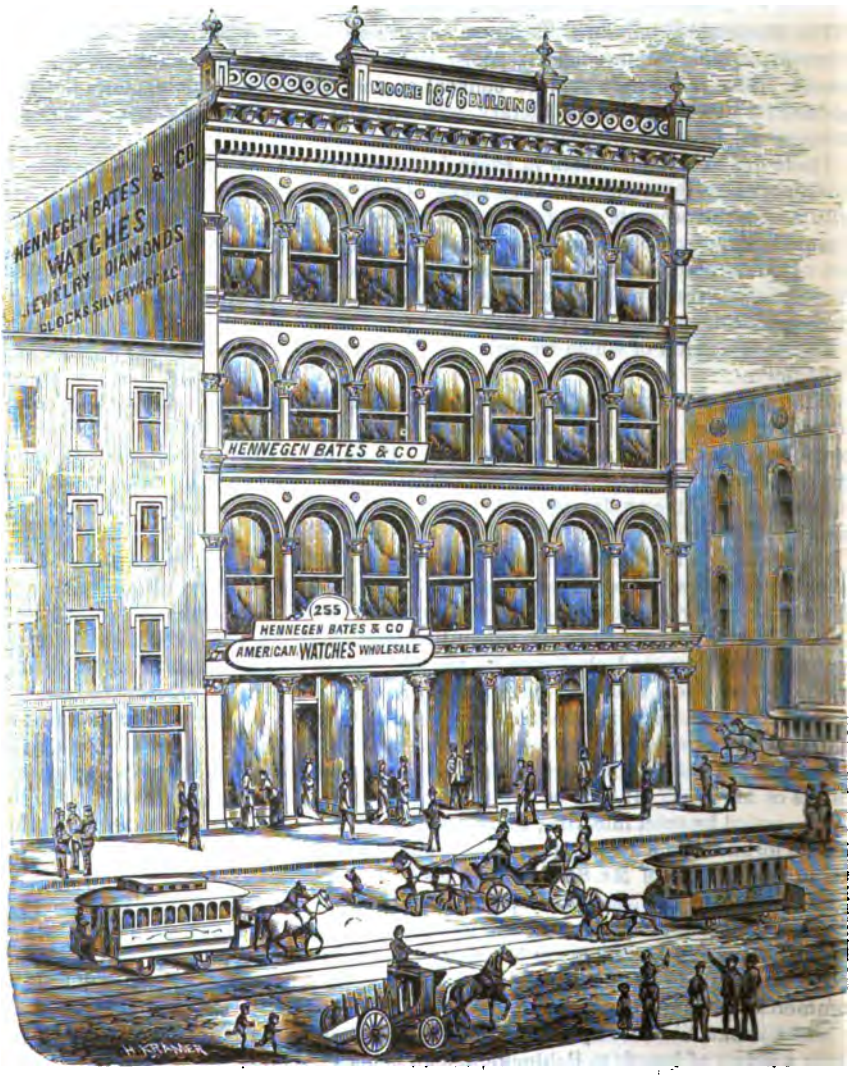
WM. H. HENNEGEN. JAMES O. BATES. JNO. D. REYNOLDS.

HENNEGEN, BATES & CO.,

Wholesale and Retail Jewelers,

And Importers of Watches, Clocks, Diamonds, &c.

255 W. BALTIMORE STREET.



HENNEGEN, BATES & CO.

The removal of this House to Baltimore, has been profitable to the city and itself. It was established in Wheeling, West Virginia, by the senior of the firm, WILLIAM H. HENNEGEN, in 1860. During the succeeding ten years, Mr. Hennegen built up a profitable trade, having a valuable local custom and outside correspondence. In 1870, the present firm was constituted, with JAMES O. BATES and JOHN D. REYNOLDS, who had been identified with the business for some years previous.

Their trade assumed such proportions, that they determined to seek a larger field of enterprise.

Baltimore, on account of her situation, her relation to the South and West, her need of such an establishment, was chosen, and they came hither in 1874.

Though this was in the midst of business depression, the effects of which were especially severe in their department, and though their expenses were largely increased, they entered upon a successful career, and have steadily advanced their house, which has now become one of the most elegant stores, with the most attractive stock of goods in the East. This list embraces all articles in the trade of a first-class House, viz: Watches, Clocks, Jewelry, Diamonds and other precious stones, Bronzes, Bisque, &c., &c. They select their stock with great taste and care, and understand thoroughly the wants of the local and country trade. Their store is really an art exhibition room, possessing many rich and exquisite articles, in each class of goods, especially of Diamonds, Pearls, &c.

They have established a large city custom in the more expensive articles of Jewelry, Watches, Diamonds, &c., and a most valuable Jobbing trade, which extends through Maryland, Virginia, West Virginia, North and South Carolina, Pennsylvania and Ohio. Their agents travel through these States regularly, and are extending the trade into others.

The firm is agent for the celebrated Gorham Silver Ware, Waltham American Watches, and other important manufacturers.

This House constitutes a new link with West Virginia and Wheeling, a city and country with which Baltimore has ever been peculiarly identified, and whose valuable trade, legitimately belongs to us.

The House of HENNEGEN, BATES & Co., necessarily exerts a strong influence upon that trade, not only in their special department, but in every other.

The value and resources of West Virginia have been fully set forth by Hon. Henry G. Davis, as referred to, on page 711.

While her resources, manufacturing, mining and agricultural, are great, not the least among them, are the men that have been there trained for our fields of enterprise.

WM. F. P. WHITE. GEO. G. GRAHAM.

WHITE & GRAHAM,

PRACTICAL

Book and Job Printers,

No. 21 Post Office Avenue,

BALTIMORE.

First-Class Work Guaranteed.

JAMES W. GEDDES.

(SEE PAGE 201.)

METAL ROOFING, GALVANIZED IRON CORNICES,

Sheet Iron Work of every Description.

MANUFACTURER OF

Geddes' Patent Ventilating Sky-Light, Ventilating and Heating Apparatus

For STOVES, FIRE PLACES and HEATERS.

The WARD BUILDING, (page 780), occupied by Towner, Landstreet & Co., is a specimen of his Work.

67 AND 69 NORTH STREET,

BALTIMORE.

Mr. Geddes is the pioneer in this important and valuable branch of industry in Baltimore.

The discovery of Galvanized Iron, has wrought great improvements in the finishing of buildings, greatly improving their style. From its first introduction, Mr. Geddes has made its uses a subject of study and experiment, and he has succeeded to the satisfaction of architects and builders, as well as to residents.

His Works have continually grown, until he has all the machines necessary for making every variety and size of cornice and trimmings for buildings, and every form of sheet metal work, and apparatus for ventilation and drains. His Patent Ventilating Sky-Light has proved itself to be perfect in its workings, as well as durable. As the subject of ventilation is one as difficult as it is important, and the modern arrangements of our dwellings, render perfect ventilation essential, Mr. Geddes has secured the services of CHARLES A. VAILE, a practical scientific sanitary engineer, who has personal supervision of all the Ventilating Works, so that he can guarantee entire satisfaction.

Mr. Geddes' business extends beyond the city, and contracts for work in any part of the country. During years of persistent labor, he has built up a new, and now essential branch of industry, which is an honor to his enterprise and a valuable interest to Baltimore.

BENJAMIN DEFORD.

The commercial annals of Baltimore contain no names more worthy of honorable and perpetual mention than BENJAMIN DEFORD'S. Few of her citizens have enacted so important a part in advancing her mercantile and industrial interests, whose enterprise has so generally benefitted the community. He was a merchant and manufacturer, and as such, his influence pervaded every department of business. The business world is

divided into four classes: First, Producers; second, Manufacturers; third, Merchants; fourth, Consumers; and these are so intimately related as to be mutually dependent. Mr. Deford appreciated this fact; combining in his enterprises the merchant, manufacturer and consumer, he proceeded in all business matters upon the most generous scale, with a view to the general as well as his individual prosperity.

He was born in Anne Arundel County, Maryland, in 1799. His parents died in 1810, leaving him to the care of his uncle, Richard G. Hutton, on whose farm he was employed until fourteen years of age. In May, 1813, he came to Baltimore, and was placed with James C. Doddrell, to learn tanning, currying and dressing leather. He faithfully pursued his work, and acquired a thorough knowledge of all its processes. By strict economy and correct habits, he saved sufficient to begin business for himself, in 1823. This was not an easy adventure at that day, without capital and influential friends. The channels of trade were narrow, and occupied by those who possessed capital. The manufacture of leather was in the hands of a few, and as it required considerable capital, it was exceedingly difficult for one circumstanced as young Deford, to obtain recognition in the trade. He was, however, endowed with exceptional business qualities, especially with the ability to originate and develop sources of wealth and create channels of trade.

At that time there were a few large Tanneries in Baltimore, owned and worked by some leading capitalists with whom he had to compete; as those of William Jenkins, Poland, Jenkins & Co., George Appold, (page 163), &c. Tanning leather was introduced at an early date in Maryland, but for many years New England nearly monopolized the trade in this country. Under the enterprise of those mentioned and others, such as William Crane, John Q. Hewlett, William Kennedy (page 551), and Benjamin Deford, the business grew at this Port, and Tanneries increased in number. The competition here did not so much divide the trade as increase and develop it; and it enhanced the importance of Baltimore as a home and foreign market for leather.

In a few years Mr. Deford was on the high road to success; he became recognized as one of the most active and valuable men in the trade. His business rapidly increased with the growth of the city. He built and operated several extensive Tanneries in Maryland and other States, for the manufacture of oak tanned leather, and became one of the leading manufacturers and dealers in the United States. He contributed as much as any one to transferring a large portion of the leather trade from New England, New York, and Philadelphia, to Baltimore, and even making those sections purchasers in our markets, and of the very firms they once supplied. (Page 161).

The gentlemen in the Leather trade of Baltimore, were men of large enterprise and liberal views, and forward in aiding many efforts to expand the general trade. Being satisfied that a Line of Steamships would greatly enhance Baltimore's commercial interests, they secured the charter of The Merchants' and Miners' Transportation Company, under which they have since operated their magnificent steamers, commonly known as the Boston Steamship Line. (See Page 275). MR. DEFORD took a very active part in organizing and maintaining this Line. He subscribed to a large portion of the stock, and by his practical efforts and free use of his capital, greatly contributed to its successful establishment. One of the first steamers built was named BENJAMIN DEFORD, in honor of him. The value of this Line cannot be estimated, and its history and record should be permanently preserved. The results of this enterprise extend beyond the expectation of its founders. The Company is running its steamers to New York, Savannah, Charleston and other Southern Ports.

Appreciating the extreme importance of the Baltimore and Ohio Rail Road, he became one of its most active friends, identifying himself with Johns Hopkins, Thomas Swann, Wm. G. Harrison, Chauncey Brooks, John W. Garrett, and others, who sustained the Road through its most perilous periods. With these public-spirited men he stood by it, when general confidence was lost, and the credit of the State and city was nearly ruined. In the Board of Directors, his views were valued in some respects above all others. Observation of his financial and business operations, had invariably demonstrated his sagacious intellect, his careful scrutiny of all surroundings and contingencies, and the soundness of his conclusions. The latter he expressed in apothegms or terse forms, which

usually carried conviction with them, and had more influence in the Board than many elaborate speeches. The solution of the difficulties in which the Road was so long involved, and its consequent prosperity, are attributable in large measure, to his aid, counsel, and co-operation.

MR. DEFORD was so highly estimated by the business men, that his influence and association were sought in every department of activity, and in some respects he came to be regarded as the most important business man of his city. He was a Director in the Mount Vernon Manufacturing Company (page 553), Mechanics' Bank, Union Bank of Maryland (page 550), First National Bank of Baltimore, (of which he was one of the founders), Baltimore Savings Bank (page 260), Equitable Fire Insurance Company (page 258), and a number of other corporations. Although these were very varied in their operations, his shrewd common sense, made him a leading Director, and the Boards seldom moved contrary to his expressed views. He was naturally endowed with those qualities which made him a leader. His native genius was of a high order, and trained by self-culture and disciplined by a life of laborious enterprise, he held it under the complete control of his calm, clear judgment. So that, while it gave him a commanding influence, it never precipitated him into mistaken positions. Mr. Deford was never allured by self-confidence to take a step of which he was not well assured by experience or observation; he indulged in no speculative operation, entertained no airy visions, did not rely on specious promises, or hypothecated values. He established his own enterprises on the solid foundations of truth, fact and open dealing. He pursued the straight road of enterprise, which he climbed by the most laborious industry. There were no sudden turns to fortune; he was not tempted aside by her glittering offers; he knew that her only true and enduring rewards were the result of an honest, patient and persevering pursuit of legitimate business, and he was right. Nothing is permanent that rests not on a substantial basis. Mr. Deford was too much of a philosopher not to appreciate that. The increase of his wealth did not cause him to loose sight of this truth, and into his enterprises of wider scope and greater moment to the community, he carried the same adherence to first principles that characterized his early and more limited operations.

An episode in his life reveals his philosophic mind. Two large Granite Cotton Mills he had erected near Ellicott City, Maryland, and operated, one of which was partially destroyed by fire, in 1866, and was rebuilt on a large scale, were swept away by the terrific flood of 1868, involving in the two disasters a loss of $300,000. Mr. Deford being absent at the time, the news was communicated to him; the composure with which he received it astonished his most intimate friends. Soon after this, occurred the departure of Hon. Reverdy Johnson to the Court of St. James, to which he was appointed Minister Plenipotentiary, Mr. Deford, with a number of other prominent citizens, accompanied him out of the harbor; the gentlemen expressing sympathy with Mr. Deford at his loss, he replied with a surprising cheerfulness that was received as a lesson of heroic submission.

In the midst of this busy life, Mr. Deford found time for much benevolent work. He possessed a warm, sympathetic nature, and was a valuable friend of a poor and suffering humanity. He was specially interested with GEORGE BROWN, and others, in the HOUSE OF REFUGE. The two worked together in its behalf, their valuable labors being suspended only by death. MR. DEFORD made a beautiful testimonial to his friend and co-laborer, which is at the same time an evidence of his interest in the Institution. It is a marble monument, erected to GEORGE BROWN, on the grounds at the main entrance, as described on pages 438 and 439. The House of Reformation for Colored Children, is another evidence of his benevolent disposition, as he, with Henry W. Drakely, Enoch Pratt, and others, devised and established it, the good effects of which are now being felt throughout the State, (Page 346).

With all these business and benevolent enterprises, Mr. Deford bestowed much time and care upon his family. He reared his children with wisdom, and has left sons, daughters and grand children, who sustain most important relations to the business and social life of Baltimore.

He died April 17th, 1870, leaving his large fortune intact, the accumulation of years of patient industry and active enterprise. Respected in his life, he was honored in his death by the whole community. His funeral was attended by a large concourse of citizens, and by the Leather merchants in a body, who passed a series of strong resolutions expressive of their loss.

Mr. Deford left his commercial and manufacturing business in the hands of his sons, Thomas and B. F. Deford, who preserve its relations to the trade, maintaining the high character which he gave the House.

It would be impossible to follow the effects of Mr. Deford's life and business career through this city and State; the lines of his influence can never be effaced. His children and their children, are carrying on, or are connected with, some of the leading Houses and enterprises of Baltimore, and the corporations and activities which he set in motion, continue with expanding reach. He is one of the signal men in our city's history, whose name and record should never be forgotten by the citizens of Baltimore.

MERCHANTS NATIONAL BANK.

(SEE PAGES 372, 413.)

Chartered 1835. National Bank 1865.

CAPITAL, $1,500,000.

President—ALEXANDER H. STUMP. Cashier—DOUGLASS H. THOMAS.

DIRECTORS.

ALEXANDER H. STUMP, President of George's Creek Coal and Iron Company.
WILLIAM H. GRAHAM, of Alexander Brown & Sons, Bankers, (page 412).
WILLIAM H. BALDWIN, JR., of Woodward, Baldwin & Co., Dry Goods Commission Merchants, (page 693).
ROBERT A. FISHER, of R. A. Fisher & Co., Shipping and Commission Merchants, (pages 775, 782).
JOSEPH P. ELLIOTT, of Elliott Brothers, Cotton Commission Merchants.
LUDOLPH W. GUNTHER, Wholesale Tobacco and Cotton Commission Merchant, (page 496).
GEORGE P. FRICK, of Geo. P. Frick & Co., Dry Goods Commission Merchants.
ROBINSON W. CATOR, of Armstrong, Cator & Co., Wholesale Millinery and White Goods Merchants, (page 158).

PRESIDENTS and CASHIERS IN ORDER OF SUCCESSION.

PRESIDENTS.	CASHIERS.
GEORGE BROWN, (pages 427-39).	DANIEL SPRIGG, Died Jan. 21, 1871.
JOHN MCKIM, JR.	DAVID A. JONES, Resigned Dec. 6, 1875.
JAMES SWAN,	WILLIAM L. GILL, Died Jan. 18, 1880.
JOHNS HOPKINS, Died Dec. 24, 1873.	DOUGLASS H. THOMAS.
ALEXANDER H. STUMP.	

GERMAN AMERICAN BANK of BALTIMORE

173 SOUTH BROADWAY.

Chartered as a State Bank in 1871.

CAPITAL and SURPLUS, - - - - - $350,000.00.

WILLIAM SCHWARZ, President.

ALEXANDER Y. DOLFIELD, Cashier.

DIRECTORS:

*WILLIAM SCHWARZ, of William Schwarz & Son, Hardware.
*ALEXANDER Y. DOLFIELD, Cashier.
*DR. CONRAD GUNTHER.
*HENRY SMITH, of H. Smith & Son, Carpenters and Builders.
*JOHN HERTEL, Brick Manufacturer.
*JOHN G. MANN, Flour and Groceries.
*LEWIS EHRMAN, of Ehrman & Bro., Ship Chandlers and Grocers.
J. Q. A. HOLLOWAY, Manufacturer Fertilizers.
NICHOLAS M. SMITH, of Smith & Schwarz, Brick Manufacturers.

*Have been Directors since its organization.

Baltimore Corn and Flour Exchange.

(SEE PAGE 400.)

OFFICERS FOR 1880.

President.—J. I. MIDDLETON. *Vice-Presidents.*—GEO. H. BAER, D. M. TATE.

Treasurer.—R. M. WYLIE.

Secretary.—WM. F. WHEATLEY. *Asst. Secretary.*—HENRY A. WROTH.

Board of Directors.—J. I. Middleton, Geo. H. Baer, D. M. Tate, R. M. Wylie, John Gill, W. P. Barndollar, James F. Pearson, James Knox, H. A. Parr, James S. Woodside, Robert Hughes, E. B. Owens, M. J. Brown, John G. Harryman, Capt. R. C. Hayes.

BOARD OF TRADE.

(SEE PAGE 400.)

OFFICERS FOR 1879-'80.

President—ROBERT A. FISHER.

Vice-Presidents—ISRAEL M. PARR, W. W. SPENCE, HENRY C. SMITH, GEO. P. FRICK.

Treasurer.—JOHN R. SEEMULLER. *Secretary.*—GEO. U. PORTER.

Court of Arbitration—HON. ISAAC D. JONES, Judge; GEORGE U. PORTER, Clerk.

DIRECTORS, 1879-80.—Samuel P. Thompson, Jas. Carey Coale, Andrew Reid, Jos. H. Rieman, David L. Bartlett, W. H. Perot, Robinson W. Cator, Eugene Levering, G. A. Von Lingen, Thos. Poultney, Jr., W. Graham Bowdoin, Stephen Bonsal, Hiram Woods, Sam. E. Hoogewerff, John E. Hurst, Samuel Eccles, Wm. H. Baldwin, Jr., Jas. Hodges, German H. Hunt, Geo. J. Appold, Geo. O. Manning, E. D. Bigelow, J. Wilcox Brown, J. P. Elliott.

ORGANIZED 1832.

MATTHEW GAULT & SON,

(SEE PAGE 897,)

GRANITE WORKERS, SLATE ROOFERS,

And Dealers in

Blue Stone, Marble and Free Stones,

432 W. PRATT STREET.

The branch of trade and industry represented in Baltimore by this old established firm, is very extensive and of great importance to domestic as well as mercantile life.

The business was established by Cyrus Gault, in 1832, necessarily on a limited scale, as Baltimore was not then a large City.

He, as a practical Stone Cutter, began his business life upon solid foundations, and by untiring industry, succeeded in building up an establishment, which is a credit to his enterprise and a rich inheritance to his successors.

In 1848, MATTHEW GAULT became a partner with his brother CYRUS, the firm being styled Gault & Brother, which continued until 1863, when MATTHEW became Sole Proprietor. In 1869, his Son WILLIAM A. GAULT, was received in partnership with him, under the firm name of MATTHEW GAULT & SON.

In the art of working and dressing stones for buildings, and engineering structures, this firm became early noted. They have furnished the stone work for many of the largest and most elegant buildings in this City and State. Their reputation extending abroad, they acquired a large and increasing patronage from other sections; especially from Southern Cities, which they supply with all qualities of stone for building and cemetery purposes. They obtain their blocks from the great Quaries of Maryland, Vermont and Ohio, the Blue Stone Quaries of North River, and from Cheat River and other Western Quaries.

Their facilities for splitting, shaping and polishing are complete, so that they can furnish the stone of any quality, size and shape, and to any degree of dressing required by the architect and builder, at the lowest possible cost.

A special department of their business is SLATE ROOFING; against the opposition of all other kinds of roofs, they have maintained and enlarged their custom. Slate is more durable than any other material, and makes a handsomer roof. With the different colored slates arranged in artistic designs, the architect can give an effect, unequalled by any other material.

This firm employ the best skilled workmen and designers, and are able to furnish the most massive masonry, or the most delicate and graceful ornamentations.

Their Yards on Pratt and Penn Streets, are large and thoroughly furnished with mechanical arrangements for quick and easy handling of the stone; and their shipping facilities are such, that they have no delay in supplying orders.

MATTHEW GAULT died in 1877, and his Sons, William A. and Matthew Gault, Jr., honorably succeed him, under the firm name of M. Gault & Son. Having been thoroughly trained by him to the business, with their younger enterprise, they have greatly enlarged the scope of their operations, and are increasing the business far beyond the original expectations of its founder.

Among the many buildings they have furnished with Stone or Slate are: the Mt. Vernon Place M. E. Church, (page 66); the Granite and Blue Stone for the Safe Deposit Building, (page 451); the Roof of the American Building, laid on Corrugated Iron Sheet

ing; the Natatorium, (page 815); the Roofing and Granite of Johns Hopkins University; the Johns Hopkins Hospital Building; the fine front and carved work of the City Passenger Railway Depot, near Druid Hill Park Entrance; the pavement, stone trimmings and ornaments of the Henry White Building, corner of Baltimore and Howard Streets; Daniel Miller's, Johnson, Sutton & Co's, and Vogler & Co's new warehouses. They are building the Tower and Spire of Stone, one hundred and fourteen feet high, to the Protestant Episcopal Church in Hagerstown, Maryland, which is being added to it; the handsome offering of C. Columbus Baldwin of New York, as a MEMORIAL to his wife, the daughter of the late HON. J. DIXON ROMAN, of that City, (see page 733).

BALTIMORE MANTEL COMPANY,

Marble, Slate and Hard-Wood Mantels and Tiling.

MATTHEW GAULT & SON,

75 NORTH HOWARD STREET,

BALTIMORE.

MATTHEW GAULT & SON, having by their Slate and Stone working business, been brought into intimate relation to house furnishing, determined to establish a new but legitimate branch to their business; the manufacture of MANTELS and TILINGS. Having the very best facilities for this, with skilled artisans, they accordingly opened a House at 75 North Howard Street, on March 1st, 1880. This branch they conduct under the style of Baltimore Mantel Company.

They have already built up a large business, and are furnishing many private residences, mansions and public buildings with Mantels, Tilings, &c.

Their Warerooms display a very handsome line of Mantels, Tiles, and other useful and ornamental work in Marble, Slate and Tilings.

They are extending their business rapidly to other sections, and are in constant correspondence with architects and builders, whose desires in the way of substantial and artistic wants, they can perfectly satisfy.

Baltimore French Burr Mill-Stone Manufactory

AND

MILL FURNISHING ESTABLISHMENT.

B. F. STARR & CO.

Baltimore from the earliest times, has enjoyed prominence in the flour-milling interest. Situated in the midst of a great wheat-growing section, it has always been an important Flour Market. The production of our own Mills, from the high grade and Fancy Maryland and Virginia wheat, to the "Strong Flour" used by bakers, and for shipments to foreign ports, have always ranked as standard grades. This is partly due to the quality of the grain, but also to the stones and machinery of the Mills.

This leads us to make a reference to the establishment of B. F. Starr & Co., which has, through a period of nearly thirty years, largely furnished our mills with their Burr-Stones and other apparatus.

Mr. Starr began business on a limited scale in 1849; he was, however, a thoroughly trained machinist and millwright, and with energy and constant devotion to his work, soon established a profitable trade. He continued successfully, extending his trade to many parts of the country, until he came to be recognized as the leading manufacturer in Baltimore, and one of the first in the United States. His manufactory on North and Centre Streets is large and well appointed, enabling him to meet all the demands of the trade, and employ a large number of workmen.

The firm manufacture Burr-Stones of all sizes, with broad bands, balanced and finished in the most perfect manner, of Burr blocks, from the celebrated quaries of *Bois de la Barre* and other quaries of France. They import in large quantities *Square Mash German Anchor Brand Bolting Cloths*, of which they make a specialty. They manufacture and sell the best quality of Leather and Rubber Belting, Screen Wire, Proof Staffs, Mill Picks, Hammers, Improved Smut Machines, Bran Dusters, Grain Separators, and all kinds of Mill Machinery.

They supply some of the largest Mills in the country, such as Herr & Welsh's of Georgetown, Haxalls and Gallego, of Richmond. Thus making Baltimore a supply for this immense interest.

Mr. Starr, associated with him his sons, B. Franklin, Wilson T., and George A. Starr, whom he trained to the business, and who now control and conduct it under the firm of B. F. STARR & Co. These gentlemen have taken high position as manufacturers and dealers, and are nobly perpetuating and extending the important House established by their father.

This branch of business enters so widely and intimately into the vast operations of commerce, furnishing the machinery and material for the Mills that grind the grain necessary to the life and sustenance of man, that its value cannot be expressed. We are glad that it has been so well founded here, by our worthy citizen, B. F. Starr, who can well afford to rest on his honors, and view with satisfaction its prosperous condition in the hands of his Sons.

The New Chamber of Commerce Building,

now in course of erection on Post Office Avenue, Second and Holliday Streets, will be one of the handsomest improvements in Baltimore, and more in accordance with its commercial character and needs, than that of the Corn and Flour Exchange on South Street, which has become too contracted for its greatly increased business. The Building will be one hundred and eighty-six by eighty-five feet and ninety feet in height.

The first, second and third stories will be divided into sixty large offices, accessible by two convenient stairways and a hydraulic elevator.

The *fourth floor* is to be appropriated to the Corn and Flour Association. The great EXCHANGE HALL will be one hundred and forty-seven feet by seventy-six feet six inches, and forty feet high. The access to it will be by a grand stairway and two large hydraulic elevators. The Building will be constructed of Pressed Brick with cut stone Trimmings, and the whole cost, including lot, will be four hundred and fifty thousand dollars.

All the appointments and conveniences will be most complete, as they are the result of much thought and examination by the Building Committee, Walter B. McAtee, Chairman, William W. McClellan and Charles D. Fisher, and John R. Niernsee, Architect. The Superintendent is John E. Marshall, to whom we have made reference in a number of articles. (See page 822).

The Board of Directors of the Chamber of Commerce is composed of Walter B. McAtee, President, B. F. Newcomer, John I. Middleton, Israel M. Parr, Charles D. Fisher, I. Olney Norris, Treasurer, Robert Tyson, James E. Tate, W. W. McClellan.

DRESEL, RAUSCHENBERG & CO.,

Tobacco and Commission Merchants and Ship Brokers.

The German Merchants (see pages 517 and 520) who came to Baltimore during the last and present century, constituted a very important element of its commercial life. They effected and have maintained relations with their *Faderland* that have developed very largely our various resources, agricultural, commercial, industrial and financial, and have to a considerable extent, supported our marine communication with the old world.

In our city, there are many eminent German Houses, whose history ought to be written and recorded in a work like this. The firm of Dresel, Rauschenberg & Co. is one of our German representative houses, the lines of whose history run back many years, and ramify through numerous branches of our commercial connections.

WERNER DRESEL, the head of the firm, was born in Detmold, Capital of Lippe, Germany, in 1823. He was highly educated in the German system of schools, completing his course in the Gymnasium or High School of his native town. In 1841 he emigrated, to Baltimore, and in 1849, entered the Tobacco and General Commission House of F. L. Brauns & Co. as partner, and added strength and importance to it by his skill and activity, in which our esteemed citizen, J. D. Kremelberg, present Austrian Consul, was associated. F. L. Brauns & Co. were one of the best known and most eminent German Shipping Houses in Baltimore. Mr. Dresel displayed the qualities of a complete business man, and took rank among the leading merchants of the city. The operations of the House were very extensive at home and in Germany, and exerted a large influence throughout the trade. This partnership continued until 1872, when the firm was changed to W. DRESEL & Co., (page 186), composed of Mr. Dresel and brother FERDINAND DRESEL; they continued until 1876, when Herman Rauschenberg became associated with them, under the firm of DRESEL, RAUSCHENBERG & Co., and they then added to their Tobacco and Commission business, Ship Brokerage. Mr. Dresel's business career in Baltimore thus extends over a period of thirty years, during which he has occupied a most favorable position in the esteem of his fellow merchants, maintaining through the varied experiences of mercantile life, its successes, trials and perplexities, a strict integrity, and trading only upon legitimate and honorable principles. He has occupied a number of prominent, representative positions and places of trust.

He was CONSUL for eight different German States, from 1856 to 1871; and for the GERMAN EMPIRE from 1871 to 1876, when he resigned. He is one of the oldest members of the German Society of Maryland, and has held important positions in a number of Corporate Institutions. He was a Director of the Baltimore Marine and Maryland Security Insurance Companies, of the Baltimore Savings Bank, the People's Fire Insurance Company, and of the Board of Trade.

He married in 1852, the eldest daughter of his partner, F. L. Brauns.

Mr. Dresel has always manifested a spirit of expansive and generous enterprise, and taken active part in introducing or supporting efforts to extend or increase the general trade of his adopted city. This he displayed, in connection with his brother, Ferdinand Dresel and Herman Rauschenberg, in the establishment in 1879, of a new Steamship Line between Baltimore and European Ports, plying directly between London, Liverpool, Havre, and Rotterdam, (page 810). The chief object of their Line was to accommodate the cattle export trade from this port, which has since rapidly increased during the past two years. Thus, through the personal efforts of Werner Dresel and his brother, in connection with the Baltimore and Ohio Rail Road, Baltimore has secured its present large cattle transportation trade.

This is one of the most important and far reaching enterprises inaugurated in Baltimore, and will greatly increase its commercial prosperity.

If all our mercantile houses, in their various branches, would likewise utilize the superior advantages we have for transportation and transfer from land to sea, and *vice versa*, Baltimore would make an advance in her commercial marine, to which nothing in the past could compare.

(See page 256.)

HOWARD FIRE INSURANCE COMPANY OF BALTIMORE.

OFFICE—N. W. Cor. South and Water Sts.

BOARD OF DIRECTORS:

ANDREW REESE, *President.*

Samuel Appold, John L. Lawton, John T. Morris, James M. Pouder, S. T. Hatch, H. J. Werdebaugh, Wm. Ortwine, Dr. E.H.Perkins, Walter B. Brooks, John Ferry, Dr. C. O'Donovan. J. H. KATZENBERGER, *Secretary.*

E. DREY. J. LAUER.

LEWIS LAUER & CO.,

MANUFACTURERS OF

Shirts, Drawers and Men's Furnishing Goods,

No. 283 W. Baltimore Street,

Between Hanover and Sharp Sts. BALTIMORE.

H. C. Larrabee. John C. Murphy.

CAROLINE IRON WORKS,

H. C. LARRABEE & CO.,

Cor. Caroline and Lancaster Streets,

On Back Basin, BALTIMORE, MD.

Builders' Castings Made to Order.

CASTINGS MADE DAILY. ALL ORDERS PROMPTLY FILLED.

James H. Hopkins. Thomas B. Marshall.

HOPKINS & MARSHALL,

CONTRACTORS AND BUILDERS,

No. 31 South Eutaw Street,

(BETWEEN PRATT AND LOMBARD STREETS),

BALTIMORE, MD.

Builders of ARMSTRONG, CATOR & Co's. new Warehouses on Baltimore and German streets, and the ABELL BUILDING, on Eutaw and Baltimore streets. (Page 883.)

HORATIO N. GAMBRILL.

We have briefly referred to this gentleman in pages 81, 667 and 694, showing his agency in the origin and development of the town of Woodberry, justly called the Lowell of Maryland. He was born in Anne Arundel County, Maryland, December 1st, 1810. At the age of sixteen, he was apprenticed to Savage Manufacturing Company; arose to the Superintendence of the Spinning and Carding Rooms of their Factory; soon after became Superintendent of JERICO MILLS, Baltimore County. In 1836, began on his own account to manufacture cotton yarns at Stony Works, near Baltimore. In 1839, with others, built Whitehall Factory, with five looms. In 1842, purchased Woodberry property, and the next year built Woodberry Mills. In 1845, Mr. Gambrill doubled the capacity of the Mills. In 1847, bought the Laurel Mill on Jones' Falls, and soon afterward built Mount Vernon Mills, No. 1, in company with David Carroll, and others. He subsequently built Clipper Mills, Park Mills, and Druid Mills. The latter he was operating with his sons for a number of years previous to his death.

Under the enterprise of Mr. Gambril, David Carroll, Wm. E. Hooper & Sons, and Wm. Kennedy, the great Cotton Duck interest of Baltimore at Woodberry, Mount Vernon, and adjoining points, has enormously increased, and become the principal manufacturing city of that article in the world. The origin of this industry here, is undoubtedly due to HORATIO N. GAMBRILL, and his early associate, David Carroll.

MR. GAMBRILL took a deep interest in the moral and educational advancement of the employees of his Mills, and their families. He with other proprietors, opened a school at Wooodberry, previous to the adoption of the free school system, and aided largely in building churches in Woodberry and vicinity.

He greatly improved the manufacture of cotton cloth by various inventions and improvements in machinery, among which was a *Self-Stripping Cotton Card*, the right of which he sold in England for $66,000.

His death, on August 30th, 1880, was esteemed a great public loss, and his funeral was attended by a large number of our business men, and many leading manufacturers, and merchants from the North, who appreciated his personal worth, in developing one of the greatest industries of the world.

He is succeeded in the business by his sons, Charles A., William B, and B. Frank Gambrill, and his son-in-law, John W. Brown. Their DRUID MILLS, (see page 179), are among the most complete in the country; being the last erected by Mr. Gambrill, containing many improvements which were the result of his long experience. They remain an enduring monument to him, and his enterprise; a means of support to thousands of honest working people.

BARTLETT, HAYWARD & CO.,

Successors of the old and eminent firm of BARTLETT, ROBBINS & Co., (page 448), occasioned by the death of Horace W. Robbins, is now composed of David L. Bartlett, Thomas J. Hayward, son of a former partner, and Edward L. Bartlett, son of the Senior.

They have just completed the GAS WORKS at Havana, Cuba, and have furnished the Iron Work for the Abell Building, (page 883), and the great Improvements on Sharp St.

ERRATA.—Page 774, W. W. Clark, French Lime of Siel, *should be* Tiel.

The One Hundred and Fiftieth Anniversary
OF THE
FOUNDING OF BALTIMORE CITY.

1730. OCTOBER 11th to 16th, 1880. **1880.**

On the 8th of August, 1729, An Act of Assembly was passed entitled "An Act for erecting a Town on the North side of Patapsco, in Baltimore county, and for laying out into lots, 60 acres of land in and about the place where one John Fleming now lives." (See page 12.) . When the town was first laid out there were no houses on the ground, excepting John Fleming's. Page 15 is a picture of the town, twenty-three years afterwards, in 1752. The homestead of John Fleming stood at about the intersection of Charles and Lombard streets.

This was not the original settlement. Page 13 gives a number of older towns, now all incorporated in the one city.

On the 12th of January, 1730, the Commissioners, assisted by Philip Jones, the County Surveyor, laid off the town, beginning where Pratt and Light streets intersect, running northwesterly along Uhler's alley and Sharp street, crossing Baltimore street, thence to a precipice which overhung Jones' Falls, near the Southwest corner of St. Paul and Saratoga streets; thence along the Falls east and south eastward, by various turns; thence by the site of the present Custom House, Exchange Place and Pratt street, to the place of beginning.

Within these narrow boundaries, were laid the foundations of this metropolis. The selection of this site, seemingly accidental, could not have been more propitious, had the founders of Baltimore been gifted with prophetic vision. From the attitude we occupy to-day, our view, embracing the progress and development of a century and a-half, we can but think, that more than human prescience was concerned in the location of this great city. Its relative position to the rest of the country, and its local characteristics, necessarily made it the centre, where should be gathered, resources, material and social; intellectual forces and agencies, which would give character to large portions of the population of America, and send potent influences to other parts of the world.

The first century of Baltimore's history illustrates this remark. The population grew to about 80,000. Her marine vessels had increased from two small sloops to a fleet, whose sails whitened every sea, and sailing qualities surpassed all others. As her "Clippers" ploughed all seas, her wagons rumbled on the mountains and through the valleys to every quarter of the expanding West. (Pages 24 and 25.) During the last year of the century, the scientific and mechanical discoveries and inventions that have revolutionized the world, were made. Some of the most important of these originated, or were first practically demonstrated in Baltimore; as for instance, the Rail Road, Telegraph, City Gas Lights, the introduction of Guano and Phosphates for the soil, the business of canning the products of the water and land.

The Centennial was celebrated by the citizens on the 8th of August, 1829, (page 813), and was selected by the Baltimore and Susquehanna Rail Road Company as the occasion for laying the corner-stone of the Road, itself one of the most important events in our history, as that Road developed into the Northern Central Railway, and its far-reaching connections.

Fifty-one years have passed since the Centennial; a half century more marked by social, intellectual, scientific, mechanical, industrial and commercial progress, than any other period in human history. In the movements of this period, Baltimore has sustained no inconsiderable part.

At the call of the MAYOR the HON. F. C. LATROBE, the citizens are to celebrate, upon October 11th to 16th, the one hundred and fiftieth anniversary of the founding of Baltimore, which occurred in 1730.

The citizens are responding with liberality and enthusiasm under the direction of the Municipal Executive Committee, composed of Hon. Francis P. Stevens, (page 773) chairman; John T. Ford, James R. Herbert, Henry C. Smith, and J. Thomas Scharf.

PROGRAMME FOR THE WEEK.

For the week beginning October 11th, 1880, the citizens of Baltimore have arranged an attractive programme to celebrate the 150th anniversary of the founding of the city. This programme includes the illumination and decoration of all the houses, street parades and spectacles, historical and allegorical representations, a grand mass meeting, torchlight procession and illumination at night, &c., &c.

MONDAY, Oct. 11.—Illustration of the history and progress of the city of Baltimore by allegorical tableaux, procession of the German associations, the trades and industrial and mechanical interests. An oration by Colonel J. Thomas Scharf in the English, and Col. Frederick Raine in the German language, at the Schuetzen Park.

Mr. John Austin Stevens will deliver an address on "The Surrender of Yorktown," before the Historical Society.

TUESDAY, Oct. 12.—*Morning*—Parade of the Order of Free and Accepted Masons, Knights Templar, and the public and private school children.

Tuesday Afternoon—Meeting of the Historical Society at the Academy of Music, with oration, tableaux and music. The tableaux will be three in number. The first will represent the country in possession of the Indians; the second will represent the settlement of Baltimore, and the third, Baltimore at the present day.

WEDNESDAY, Oct. 13.—Parade of the State, city and visiting military organizations, city and visiting fire departments, police department, letter carriers and telegraph messenger boys.

THURSDAY, Oct. 14.—Parade of the Catholic Knights, and all of our benevolent, religious, social, medical and temperance societies and orders.

FRIDAY, Oct. 15.—Parade of Independent Order of Odd-Fellows, and all other orders and societies.

SATURDAY, Oct. 16.—Parade of colored Masons, and all colored societies and orders.

MONDAY, Oct. 18.—Grand Sunday School Demonstration and Review around Washington Monument. (Page 343).

TUESDAY, Oct. 19.—General illumination of the city and pyrotechnic display in commemoration of the 150th anniversary of the founding of Baltimore City, and of the 99th anniversary of the surrender of Lord Cornwallis at Yorktown.

THE GRAND PROCESSION.

The first day's procession will be the most elaborate affair of the Anniversary. The first division of the procession will illustrate the progress and development of the City from 1730 to 1812, and the second division from 1812 to 1880.

FIRST DIVISION.—Two heralds in English costume of 1730. Lords and baronets of 1730 on horseback, the trappings, &c., of the horses and sashes being the colors of Maryland—orange and black. An Indian chief (to represent the chief from whom the ground now occupied by Baltimore was purchased) and followers. Indian life, a scene of Indians drawn in a wagon. Capt. John Smith and thirteen men in a boat on wheels. Smith was the first white man who cast his eye on what is now Baltimore, and explored the Chesapeake. Settlers in a wagon, among the representations being the log cabin and the outfit

of the settlers in colonial times. Representation of the old court-house, the first one built for Baltimore town, which formerly stood on a bluff forty feet high, on Monument Square, where the Battle Monument now stands; the stock and pillory will also be represented in this tableau. An old watch-box, with a squad of watchmen in the olden time in old-fashioned caps and overcoats and using rattles. Continental fifer and drummers. Military camp of the revolutionary war. A company of Maryland minute men, known as the Maryland Line, commanded by a personification of Baron DeKalb; it was thought proper to introduce a representative of the latter in the procession, which will be in charge of the German committee, as DeKalb was a German and lost his life at the head of the Maryland Line. Trade and commerce of Baltimore, represented by a clipper in full rig, on the deck being tobacco, wool, grain and other Maryland products. A representation of the Star-Spangled Banner, consisting of a collection of shells and bombs in pyramid form, the topmost being a bursted shell, out of which emerges the Goddess of Liberty. A representation of the Battle Monument.

SECOND DIVISION.—A company of the Fifth Maryland Regiment in modern uniform, followed by an allegorical banner, which will be presented to the German societies by a number of ladies.

An allegorical representation of Baltimore will be made by a figure seated on a throne with a canopy overhead. On each side is a shield representing the coat-of-arms of Maryland. On her arms will be a shield representing the Battle Monument. The throne will be supported by fishermen and plowmen. In front will be sheafs of wheat, corn, tobacco plants, bale of cotton, &c.

Another tableau will be a representation of the "Chesapeake," being the first steamer that went from Baltimore in 1813. There will be a personification of the introduction of gas; also showing the contrast of an oil lamp with a gas chandelier. A tableau will represent the introduction of the first steam engine to Baltimore. The first engine was Peter Cooper's Tom Thumb, which ran from Baltimore to Ellicott City in 1830. (Page 702.) The grasshopper engine of the Baltimore and Ohio Rail Road will be secured for this part of the parade, followed by an engine of the present day. The introduction of the telegraph will be the subject of the next tableau. Telegraph wires connecting with four poles, representing the four points of the compass, will be arranged on a wagon, Neptune sitting on a globe in the centre, with a wand over the wires. At each pole will be figures representing telegraph boys delivering messages. Fire engines and firemen will be next exhibited, an old-fashioned hand engine and a steam engine of the present day being in the tableau. The next representation will be that of the arts and sciences, and will be followed by an allegorical representation of the horticultural and agricultural products of the State. The sea and her products will be an exhibition of oysters, fish, &c. A representation of an ocean steamship in full equipment will succeed it. The last tableau will be a grand triumphal car, representing the Temple of Liberty, surmounted by an American eagle. Under the canopy will be the Goddess of Liberty, and on the steps leading to the temple will be representations of the various nations, Europeans, Chinese, Africans, &c., coming to worship her. The tableaux in the procession will cost in the aggregate $10,000.

This display will surpass any other in the previous history of the city. Decorated Arches will be erected at the corners of the streets, and magnificent illuminations at night will add to the grandeur of the scenes.

The proposed displays will be too numerous for a description here; but we allude to the features of our Rail Road exhibitions,—Northern Central Railway, Western Maryland, and especially the Baltimore and Ohio Rail Road, the latter of which will consist of representations of the rise and progress of everything connected with that Road, the designs

being prepared by HON. JOHN H. B. LATROBE, (page 705) the Senior Counsel, who has been connected with it from its organization, and who accompanied PETER COOPER on his first trial trip, with the original locomotive, he constructed for the Road. (See pages 702 and 707.) The Corn and Flour Exchange will represent the old methods of handling grain and the present elevators, &c.

This comprehensive and magnificent demonstration will exhibit the development of Baltimore from a tract of sixty acres of ground with a single farm house, (p. 29), into a metropolitan city of 350,000 inhabitants, whose commercial influences extend to all quarters of the world, and whose municipal government and social order characterize it as one of the best administered cities of the age. Standing in the light of this one hundred and fiftieth anniversary, we can run our eye back over the lines of our progress, as we have carefully traced them in this VOLUME, and behold the operation of forces, development of resources, combination of events, reach of enterprise, inspiration of art, and researches of science, which under the guidance of Divine Providence, have constituted Baltimore the grand city it is.

REV. JOHN A. SANDS.

The recent death of this minister, September 15th, 1880, closed an honorable and useful career, as appears from our brief biographical sketch of him on page 563. He suffered a lingering sickness of eight months, when it was terminated by death, and he passed away in the full assurance of hope in the Redeemer, whom he preached.

His son, JOHN Q. A. SANDS, succeeds him in the Agency and management of the UNITED BRETHREN MUTUAL AID SOCIETY OF PENNSYLVANIA, in Baltimore, according to page 746. He was trained in the theory and practice of Life Insurance in the office, and is especially qualified to assume the responsible position of agent to this large and valuable association.

REMOVALS.

GEORGE W. WEBB, *Jeweler*, whose former card is on page 199, has removed to 192 W. Baltimore street, where he would be pleased to see all his old customers.

JOHNSON, SUTTON & Co., *Dry Goods*, to their extensive Warehouse, 27 and 29 S. Sharp street. (Page 151.)

TROXELL, HANDY & GREER, *Pig Iron and Blooms*, to their new and commodious Warehouse, 287 W. Pratt street. (Page 208.)

SMITH, WEST & LYONS, *Detective Police Agency*, have removed into the Johnson Building, Northwest corner of Calvert and Fayette streets, opposite the Battle Monument. (Page 411).

WM. E. WOOD & Co., (page 897), now occupy their extensive Warehouses, 290 West Baltimore street, and No. 1 North Liberty street.

IMPROVEMENTS, &c.

ARMSTRONG, CATOR & Co., have extended their elegant Warehouse through to German street, with which no other *Millinery House* in the United States can compare.

JOHN S. HOGG, *Builder* of Robert Moore's Building, (page 852), and the Warehouse of Andrew B. McCreery, (page 456), occupied by Johnson, Sutton & Co., Sharp street.

CHANGES IN FIRMS.

WILSON, BURNS & Co.—This firm is now composed of Francis Burns, Jr., Findley H. Burns, Joseph S. West, and Gilbert R. Walter. (Page 119).

GEO. H. C. NEAL, (page 148), now GEO. H. C. NEAL & SON. (Son, J. Robt. Neal).

STORK, PHIPPS & Co., 220 West Baltimore street, succeed Stork & Wright. (Page 174).

BARRETT, CONKLIN & Co., Northeast corner Baltimore and Liberty streets, succeed Barrett & Higgins. (Page 160).

ACKNOWLEDGMENT.

The major portion of the literary articles of this work, many of the Business and Biographical Sketches, with a few exceptions, are the work of REV. H. L. SINGLETON of Baltimore.

CONCLUSION.

The delay in issuing this last edition of my Work, was unavoidable, but has resulted to the benefit of all who are represented in it; for it was only recently that the Baltimore and Ohio and Northern Central Railway Companies, and other large patrons—individual and corporations—secured additional space for their articles, and Business Houses.

These having subscribed for a large number of Books, will greatly enhance the value of, as well as extend the circulation.

The varied character of the Book, combining the history, description, business of Baltimore, with the biographical notices of many of her leading men, who have contributed to her growth and prosperity, will give it an interest to every class of readers, and render it valuable to all.

I sincerely hope that my Book will prove of great value to the city of Baltimore, and especially to my patrons, to whom I here express my thanks for their favors, and whose aid in sending forth this detailed and comprehensive exhibit of our grand city, I truly and fully appreciate.

Very Respectfully,

G. W. H.

Baltimore, October 1st, 1880.

GENERAL INDEX.

SEE OTHER INDEX PAGES, 308-14, 352, 483-85.

	PAGE.
Anniversary of Baltimore, (150th,)	866
Armstrong, Cator & Co.	869
Abrahams, Woodward,	496, 541, 542
Ames, Rev. Bishop, Ed. R., D. D.	585
Alexander, D. D., Rev. Archibald,	588
Alexander, D. D., James W.	588
Alexander, D. D., Samuel D.	588
Alexander, D. D., Henry C.	588
Alexander, Hon. William C.	588
Alexander, Henry M.	588
Abell, A. S.	660
Abell Building,	832, 833
Avalon Nail Co.	751
Anderson Brothers,	793
Albert's Paper Hangings,	809
Adams, John Quincy,	509
Adams, S. H. and J. F.	192, 448, 550
Anterior Suspension Aparatus,	716
Barrett, Conklin & Co.	870
Bartlett, Hayward & Co.	865
B. & O. Central Office,	847
Bennett, Edwin,	499, 793
Biographical,	501
Brown, Alexander,	506
Brune, F. W., Sr.	520
Brune, F. W., Jr.	599
Brooks, Chauncey,	528
Bank of Baltimore, (National),	585
Bank, National Union,	547, 550, 880
Bank, National Mechanics,	827, 829
Bank, York, Pa. National,	827
Bank, Western National,	829
Bank, Farmers & Merchants National,	828
Bank, Merchants National,	858
Bank, Commercial & Farmers Nat'l,	826
Bank, Cecil National,	842
Burnap, D. D., Rev. G. W.	564
Brown, George,	487 88, 569
Burns, Francis,	625
Burns, William F.	627
Burns, Samuel,	627, 727, 790
Burns, Findley H.	627
Burns, Francis, Jr.	627
Burns, Russell & Co.	849
Baker, Charles J.	631, 887
Baker, Richard J.	635
Baker, William George,	638
Baker, Whiteley & Co.	834 85
Baker, B. N.	836
Baltimore, The name of,	643
Brewer, James R.	717
Burns, Samuel & Co.	727, 790
Barkley & Hasson,	728
Birckhead, Hugh,	747
Baltimore & Ohio R. R.	818, 819, 822, 756
Brooks, Walter B.	769
Baltimore and Hanover R. R.	770, 811
Bulletin, Evening,	788
Baltimore Fire Insurance Co.	786
Burns, Samuel & Co.	790
Bennett, Rufus,	790
Bentley, C. W.	795
Baldwin, R. W.	808
Brantly, Rev. W. T., Sr.	528
Booth, Gen. Walter,	530
Boone, Col. William M.	558
Butchers Association,	679
Baldwin, Columbus C.	693, 738, 861
Baldwin, William H. Jr.	665, 693
Baldwin, Summerfield,	665
Bohn & Slingluff,	762
Brown, Mrs. Isabella,	487
Balt. & Potomac R.R.	294, 800, 803, 448, 811
Bryant, Stratton & Sadler Business College,	851
Boyce, James,	837-39
Boyce, James, Jr.,	839
Bollman, Wendell,	839
Beeson, Jacob C.	826
Breheme, O. & Co.	841
Blandy, H. & F.	824 25
Blandy, Henry,	830
Clearfield Coal,	835
Clarendon, The,	840
Commission on Manufactures,	492
Cochran, T. J.	496, 497, 543
Cemetery, Baltimore,	500
Calvert, Geo., 1st Lord Baltimore,	502
Carroll, D. D., Rev. John,	503-4
Cathedral,	505
Cook, Rev. Isaac P.	544-5
Carroll, David.	551
Corcoran, W. W.	576, 767
Corcoran & Riggs,	578
Childs, Geo. W.	603
Carroll, Charles,	615
Carroll, David,	551, 667
Campbell, Ross,	695
Campbell, Ross & Co.	833
Campbell, Magee & Co.	697
Cooper, Peter,	699
Cooper, Captain E. K.	734
Consolidation Coal Co. of Maryland,	725
Clarke & Jones,	737
Canton Company,	824, 703, 768, 769
Clarke, William Wirt,	773
Cattle, (Receipts,)	777
Centennial Chimes—McShane & Co.	778
Coffee,	728, 782
Calhoun, James, 1st Mayor of Baltimore,	689, 803
Carroll, Charles, of Carrollton,	504, 509

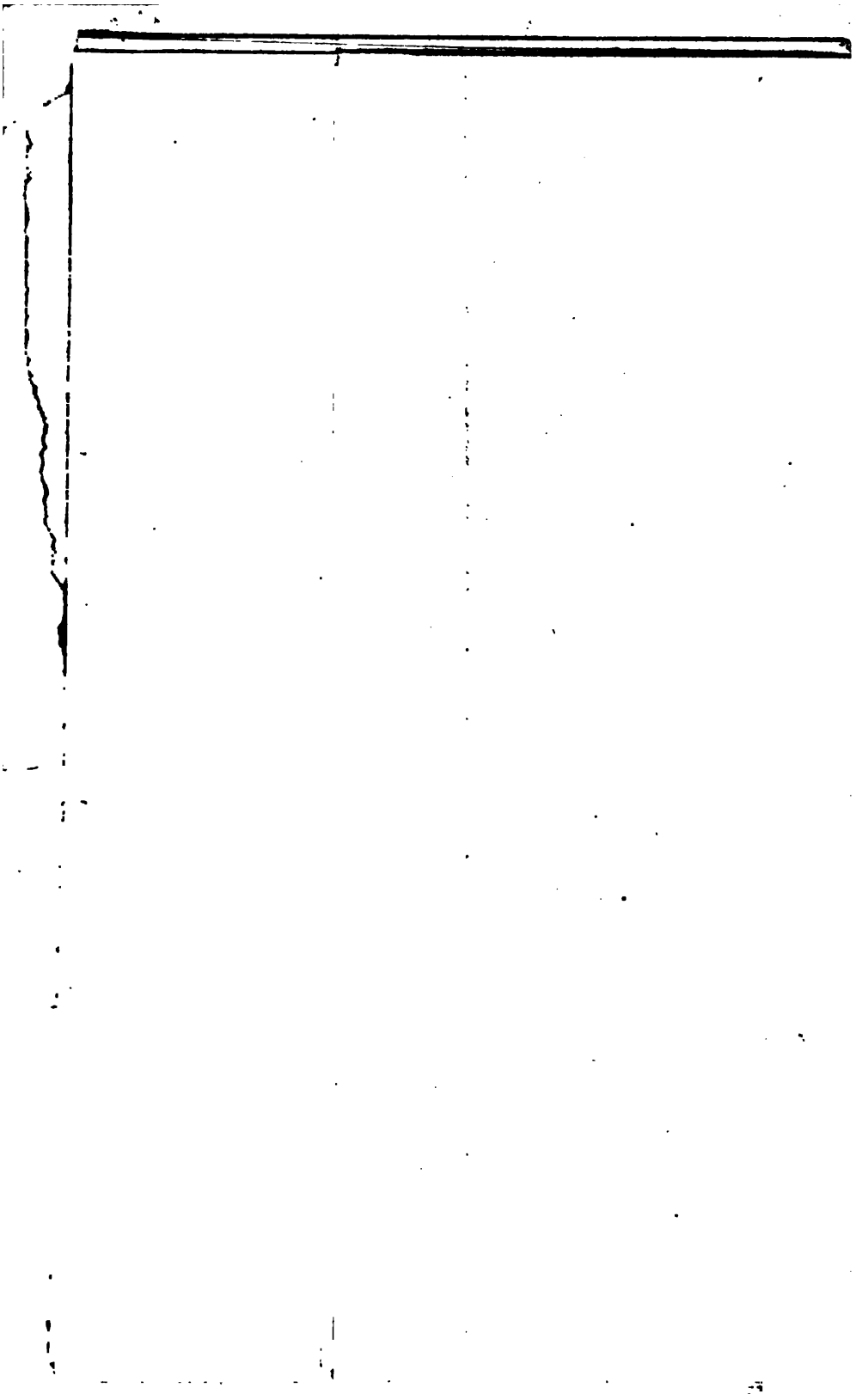
INDEX CONTINUED.

	PAGE.
Chase, Judge Samuel,	504, 509
Carrollton Hotel,	846
Coleman, Charles R.	827
Columbian Iron Works,	823
Caroline Iron Works,	864
Chemical Company of Canton,	836
Cooper Institute,	703
Cooper, Edward, Mayor of New York,	704
Courtenay, Hercules,	689
Candy Manufacture,	787
Clarke, John G.	787
Clotworthy, William P.	740
Chesbrough, Ellis S.	763
Cements,	774
Codorous Mills,	748
Cameron, Hon. J. Donald,	812
Cassatt, A. J.	813
Calder, William,*	815
Devries, William,	526
Duncan, Rev. John M.	590
Davis, Hon. A. B.	571, 646
Dorsey, Thomas Beal,	646
Davis, Henry G.	709
Dorman, J. F. W.	786
Day, Jones & Co.	789
Davis & Miller,	791
Dunan, Winfield S.	792
Donnelly, Daniel,	793
Davidson, C. Y. & Co.	808
Drexel, Rauschenberg & Co.	810
Davis & Watts,	428, 817
Davis, A. G.	816
Deford, Benjamin,	855
Dry Dock,	822-23
Drexel, Rauschenberg & Co.	868
Emory, Rev. John, D. D.	513, 517
Emory, Rev. Robert,	513
Eichelberger, A. W.	771
Eutaw House,	791
Ensor, John T.	808
Fairmont, West Virginia,	826
Fairmont First National Bank,	826
Fertilizing Interest,	784
Finances, State and City,	804
Fire Proof Building Co. of Baltimore,	830
Fleming, Benjamin,	826
Fleming, Harry,	826
Fleming, A. Brooks,	827, 837
Franklin Bank,	806
Franklin, Benjamin,	504
Friends Federal Hill Mission,	630
Frederick, Jacob,	496
Fulton, David C.	850
Gage, Addison & Co.	498
Gaston Gas Coal,	837
Gambrill, Charles A.	615
Gambrill, Albert,	616
Garrett, John W.	650, 759
Garrett, Robert & Sons,	650
Gault & Son, M.	860-61
Gambrill, H. N.	865
Garrett, Robert,	650
Georgia, (case of)	494
Geddes, James W.	854
Gorman, Arthur P.	753
Gorman, Peter,	755
Grain,	822, 775
Glen White Coal Co.	779
George, Philip T. & Co.	786
Gittings, John S. & Co.	806
Gutman, Joel & Co.	809
German Society of Maryland,	518, 522
German Evangelical Association,	563
Hennegen, Bates & Co.	852-53
Howard, John Eager,	507, 510
Howard, Samuel,	526
Hopkins, Johns,	554, 571, 757
Hall, D. D., Rev. John,	583
Hodges, James,	610
Hoffman, William H.	812
Hoffman, Peter,	818
Hebrews,	619
Hollingsworth, R. J.	637
Hurst, Purnell & Co.	738, 739
Hambleton, John A. & Co.	762, 266
Hambleton, Frank H.	763
Howard House,	774
Horses and Mules,	776
Holmes Brothers & Co.	779
Harrison, William G.	786
Hopkins, L. N. & J. S.	787
Hedding, Bishop Elijah,	512
Howland, Daniel,	533
Hayes, President R. B.	534
Hopkins, Gerard,	571
Howard Fire Ins. Co. of Baltimore,	864
Hopkins & Marshall,	864
Hewitt, Hon. A. S.	704
Hagerstown Bank,	732
Hood, J. M., President of Western Maryland R. R.	760
High Rock,	761
Hollins, Robert S.	813
Ice Supply,	496
Jenkins, G. Taylor,	841
Jenkins, William,	551
Jones, Samuel, Jr.	595
Jones, Richard,	635
Jewett, Hon. H. J.	654
Jew Bill,	557
Jersey Cattle,	737
Johnson, Sutton & Co.	869
Kennedy, William,	551, 554
Kurtz, George J.	793
Kirkwood, Hon. Samuel J.	654, 813
Leyburn, D. D., Rev. John,	590, 592
Levering, Eugene, Sr.	622
Levering, F. A.	622
Levering, W. T.	622
Lauer & Co., Lewis,	864

INDEX CONTINUED.

	PAGE.
Levering, Joshua,	623
Levering, Eugene,	624
Levering, Leonidas,	624
Lewis, Columbus W.	497
Ledger, Philadelphia,	666, 660, 662
Latrobe, John H. B.	838, 850, 418, 705
Levering, Thomas W. & Sons,	788
Lewis, J. L.	789
Lee, Stephen S. & Son,	794
Latrobe, Mayor F. C.	492
Loane, J. G.	399
Lafayette, Marquis De,	509
Lee, Rev. Jesse,	512
Lorman, William,	532
Leib, John S.	813
Manufacturers,	492
Montebello Lake,	495
Martin, Robert K.	495
Mayer, Christian,	517
Mayer, Charles F.	519, 726, 836
Mayer, Brantz,	519
Mayer, Lewis,	519
Mayer, Alfred M.	520
Mayer, Francis B.	520
Mayer, Lewis, Jr.	520
Mayor and Council, 1797, of Baltimore,	803
Mickle, Robert,	547, 548
Miltenberger, M. D., Geo. W.	555
Miltenberger, General Anthony,	555
McMahon, J. V. L.	557, 620
Miller, Daniel,	572
Miller, H. Clay,	843
Maryland Union Coal Co.	839
Madison, President,	589
Monroe, President,	589
Musgrave, Zebulon,	826
McLane, Hon. Robert M.	614
Macgill, P. H.	616
Macgill, R. G.	616
Malster, W. T.	670, 822-23
Merryman, John,	688
M. E. Book Depository,	171, 669, 780
Maryland Life Insurance Company,	168, 182, 188, 241, 254, 462, 598, 745
Milbourne, M. Jeff & Co.	783
Middendorff, Oliver & Co.	806
Manufactures, (Committee of City Council on,)	492
Montgomery County,	571, 649
McClellan, Prof. George,	715
Maryland Horticultural Society,	785
McShane & Co., Henry,	208, 475, 478, 778
Maryland Telephone Co. and Exchange	816
Morse, Prof. Samuel F. B.	816
Marshall, John E.	822
New York Life Insurance Company,	819
Numsen, William,	566
Numsen, John W.	566
Numsen, Nathaniel,	566
National Exchange Bank of Balto.	805
News, Baltimore Daily,	717
Navassa Phosphate Company,	735
Northern Central R. W.	31, 291, 300, 448, 811
Northern Central Railway—Officers and Directors from its origin,	813, 815
Newcomer, B. F.	71, 402, 451, 812
Natatorium,	815
Neal, George H. C. & Son,	870
Odiorne, F. H. & Co.	839
Otterbein, Philip William,	561
Otterbein Church,	562
Ohler, William H.	496
Peabody, George,	38, 39, 40, 329-31, 575-78
Piedmont,	839
Phelps, Mrs. A. L.	582
Phelps, Hon. Charles E.	584
Pinckney, William,	589
Purviance, Judge John,	601
Prime, D. D., Rev. S. I.	606
Pitt, Charles F.	682
Piet, John B.	720
Poole & Hunt,	728
Patapsco Baking Powder,	740
Parlett, B. F. & Co.	788
Pusey & Jones Company,	790
Peabody Institute,	38, 40, 575
Port Deposit,	678
Pen Mar, Western Maryland R. R.	761
Purviance, Miss Margarett,	603
Pine-Apple Canning,	797
Pilgrim Hall, (Plymouth, Mass.),	752-8
Queensware,	499
Reeder, Charles, Sr.	537, 538
Reeder, Charles, Jr.	539, 540
Riggs, Elisha,	578
Riggs, G. W.	78
Rice, Abraham, (Rabbi,)	618
Rayner, William S.	621
Roman, James Dixon,	781
Rasin, R. W. L.	784
Reiman Brother & Co.	786
Rogge & Koch,	789
Ryland & Brooks,	792
Riggs House,	794
Rinehart, Wm. H.	72, 73, 345, 377, 514, 767
Roussel & Hicks, (N. Y.)	726
Roasted Coffees,	729
Roberts, George B., Pres't Penn. R. R.	812
Reany, William B.	822-23
Russell, Alexander H.	849
Salutation,	491
Spencer, Edward,	492
Supply, Permanent Water,	494
Straw Hats,	498
Sumner, Francis & Co.	499, 791
Sheppard, Moses,	522
Stirling, Archibald,	532
Stirling, Archibald, Jr.	584
Savings Bank of Baltimore,	532, 821
Savings Bank, Eutaw,	821

INDEX CONTINUED.

	PAGE.
Savings Bank, Central,	821
Swann, Hon. Thomas,	543
Smith, General Samuel,	555
Smith, M. D., Nathan R.	555, 715
Sands, Rev. John A.	568, 746
Sparks, Hon. Jared,	564
Stephens, Alexander H.	688
Savage Factory,	665, 693
Stuart, George H.	698
Smith, Hanway & Co.	740
Smyser, Edward George,	743
Smyser, James A.	744
Stork, Phippe & Co.	869
Sands, Rev. J. A.	870
Stickney, J. Henry,	749
Stickney & Noyes,	751
Stevens, Charles P	772
Stevens, Frank P.	778
Small, P. A. and S.	743
Small, George & Co.	743, 788, 812
Safe Deposit and Trust Company,	828
Slagle, C. W. & Co.	743, 788
Slingluff & Co.	792
Smith & Wicks,	797, 800
Stansbury, James E.	801
Shorey, (Photo-Artist,)	802
Stirling, Archibald, Jr.	808
Southcomb & Brother,	808
Snowden & Busey,	808
Sargent, M. D., Rev. Thomas F.	511
Summers, Rev. Thomas O.	513
Slingluff, Devries & Co.	526
Stran, William H.	543
Sun, Baltimore,	660
Stencils,	736
Slingluff, Jesse,	762
Sumwalt, David,	496
Scott, Col. Thomas A.	812
Stewart, Mrs. A. T., of N. Y.	778
Sellers, Matthew B.*	815
Spofford, C. W.	794
Sprigg, George H.	827
Sands, J. E.	826
Sadler, W. H.	851
Starr & Co., B. F.	861
Thompson, Henry A.	535
Taylor, W. W.	548, 749
Thomas, Philip E.	318, 569, 702
Thomas, George P.	126, 429, 462, 596, 807
Tome, Jacob,	673
Tome, Jacob, Residence of,	842
Taney, Roger B.	513, 590
Thomas Stirling,	679
Taylor, Jacob H.	779
Towner, Landstreet & Co.	780, 781
Textor, J. C. & Brother,	792
Taylor Brothers,	794
Tate Müller & Co.	810
Tudor, Frederick,	498

	PAGE.
Testimonials from Press and Correspondents,	486
Trimble, Maj. Isaac R.	814
Troxell, Handy & Greer,	869
United Brethren in Christ,	561
United Brethren Mutual Aid Society,	746
Union Bank, National, of Md.	264, 547
Union Bank Officers and Directors from its origin,	549
Union Rail Road,	81, 93, 283, 768, 811
Vassar, Matthew,	700
Vassar Female College,	700
Variety Iron Works,	743
Von Kapff & Brune,	520
Wilson, William,	576, 581
Walker, Hon. R. J.	578
Willard, Mrs. Emma,	582
Wirt, William,	587, 589
Waddell, D. D., Rev. James,	588
White, Miles,	628
White, Francis,	630
Wilkins, William,	649
Wilson & Perry,	498, 791
Waugh, Beverly, Rev.	510
Watkins, Sir Edward, M. P.	658
Woodward, William,	668
Woodward, Baldwin & Co.	665
Warren Factory,	177, 665
Western Maryland College,	692, 698
Whitman, Ezra,	712
Whitman, Ezra & Sons,	714
Western Maryland Rail Road,	81, 284, 714, 844, 478, 760, 811
Walters, William T.	71, 765
Wilkinson & Harlan,	784
Whitridge, Thomas & Co.	787
Whitridge, H. L. & Son,	787
Whitridge, John A.	787
Wilson, Colston & Co.	805
Water Supply, Permanent,	494
Washington, George,	509
Wayland, Rev. Francis,	524
Wise, Henry A.	560
Ward Building,	780
Wilson, Rev. Franklin,	820
Winchester, George,	813, 814
Watts, J. H. C., (Davis & Watts),	817
Wallis, S. Teackle,	515, 767
White, Stephen W.	815
White & Graham,	853
Watson & Bartholow,	833
Watson, James O.	837
Watson, William E.	826
Webb, Geo. W.	869
Wilson, Burns & Co.	870
Young, Kimmell & Digge,	527, 785
Zanesville, Ohio, Woolen Manufacturing Company,	834
Zanesville, Ohio,	831